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8.00 ,,	,, 10.00 ,,	... ,,	10 ,,
10.00 ,,	,, 11.00 ,,	... ,,	15 ,,
11.30 ,,	,, 12.45 p.m.	... ,,	15 ,,
12.45 p.m.	,, 1.15 ,,	... ,,	10 ,,
1.15 ,,	,, 1.45 ,,	... ,,	15 ,,
1.45 ,,	,, 2.15 ,,	... ,,	10 ,,
2.15 ,,	,, 7.00 ,,	... ,,	15 ,,
7.00 ,,	,, 8.10 ,,	... ,,	10 ,,

NIGHT CARS.

9.30 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
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11.45 ,,	,, 12.00 noon	... ,,	15 ,,
12.00 noon	,, 1.00 p.m.	... ,,	10 ,,
1.00 p.m.	,, 5.00 ,,	... ,,	15 ,,
5.00 ,,	,, 6.00 ,,	... ,,	10 ,,
6.00 ,,	,, 7.00 ,,	... ,,	15 ,,

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	Dairen ... Ar.			Wed. Fri. Sat.		Changchun ... Ar.	*3.30 ,,		,, ,,
Y 14.98	,, (S.M.R. Train) Lv.	3.30 p.m.	Mon.	,, ,,	Y 11.40	,, (S.M.R. Train) Lv.	7.00 ,,	,,	,, ,,
	Mukden ... Ar.	11.25 ,,	,,	,, ,,		Mukden ... Ar.	7.50 p.m.	,,	,, ,,
Y 11.40	,, ... Lv.	11.50 ,,	,,	,, ,,	Y 14.98	,, ... Lv.	8.10 ,,	,,	,, ,,
	Changchun ... Lv.	6.50 a.m.	Tues.	Th. Sun.		Dairen ... Ar.	10.30 ,,	,,	,, ,,
B 9.60	,, (Russian Train) Lv.	*9.00	,,	,, ,,	Y 40.00	,, (Steamer) Lv.	Noon.	,,	Fri. Sat.
	Harbin ... Ar.	*2.00 p.m.	,,	,, ,,		Shanghai ... Ar.	Forenoon	,,	Sat. Mon.

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19

BIRTHS.

ANDERSON.—On March 3rd, at Chefoo, the wife of T. F. ANDERSON, C. M. Customs, of a son.

FOSTER.—On March 9th, at Shanghai, to Mr. and Mrs. W. C. FOSTER, a son.

DEATH.

FERGUSON.—On March 10th, at Shanghai, MARGARET, widow of the late JOHN FERGUSON, Engineer, Indo-China Steam Navigation Co., aged 55 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 17TH, 1914.

A VERY outspoken book on the administration of the Philippine Islands has been published in the United States by Mr. DEAN C. WORCESTER, former Secretary for the Interior in the Philippine Commission. It is a book of over a thousand pages and it gives an exhaustive review of the work of the American Government in the islands from its inception down to the present time. "It is my purpose," he says, "to tell the plain hard truth, regardless of the effect of such conduct upon my future career." And again, "As public documents have been so misused, and as a new administration is bestowing on Filipinos political offices, and giving them opportunities for which they are as yet utterly unprepared, thus endangering the results of years of hard, patient self-sacrificing work performed by experienced and competent men, it becomes necessary to strike home by revealing unpleasant facts which are of record but have not heretofore been disclosed because of the injury to reputation and the wounding of feelings which would result from their publication." The book in that respect, judging from the columns of extracts printed in the Manila papers, fully fulfils the promise of the opening chapters. Mr. WORCESTER makes it clear that he regards independence at this time, or any other time in the near future, as premature. He believes that the Filipino peoples as a whole are unfitted for self-government, and declares that every concession so far granted, far from awakening a sense of gratitude, has only created a voracious, unsatisfiable appetite for more, without regard to their ability to use properly what they already have. While Mr. WORCESTER endeavours to refute the allegation or insinuation that American Consuls and Naval Officers promised the insurgent leaders that the independence of the Philippines would be recognised by the United States, he admits that both great political parties in the United States are committed to the policy of granting independence when the Filipinos are ready for it. But that time is not yet, he says. "We stoutly asserted in 1899 that the Filipinos were not fit to govern their own country, and this was certainly then true. If in the short space of fifteen years, with leaders who have so recently committed almost incredible barbarities still in the saddle, we had rendered them fit, we should have performed the most wonderful political miracle that the world has ever seen. But the age of miracles has long since passed. While the Filipinos have advanced more in the last fifteen years than during any previous century of their history, what they have gained is by no means ingrained in their character, and they yet have far to go." Mr. WORCESTER endorses the observation of "a very intelligent student of Philippine affairs" who has said that nothing more is necessary to demonstrate the unreadiness of the country for self-government than a careful study of the attitude of the native Press toward important public questions. And Mr. WORCESTER says that "from the beginning until now there has been one long and almost uninterrupted series of lies, innuendoes, sneers and diabolically ingenious misrepresentations. Practically every important policy of the Government has been viciously attacked, and the worst of it is that the people primarily responsible for this are not honest, or misled. They know perfectly well what they are doing and why they are doing it. They embitter that portion of the common people who are reached by newspapers at all, and doubtless many of their dupes really believe that the established Government is a rotten farce, and that its highest officials are steeped in iniquity." In one chapter of the book Mr. WORCESTER points out that Dr. WILSON'S views, as historian and philosopher, cannot be reconciled with his policy as President in so far as the Philippines are concerned, while, as regards Mr. HARRISON, the present Governor-General of the Islands, Mr. WORCESTER says that "he is the first American Governor of the Islands who has entered upon his high office without previous experience in the country which he is to govern, and he has as yet displayed little inclination to profit by the experience of either Filipino or American insular officials of high rank"; but Mr. WORCESTER expresses the hope that when Mr. HARRISON "has gained that knowledge which can come only through personal experience on the ground he will grow to be a wise, strong, conservative official." Discussing the recent efforts in the direction of the Filipinization of the Civil Service, Mr. WORCESTER mentions the case of Sr. MANUEL TINIO, who is now Director of Lands. "He is a bright young Ilocano of good character, who had become a General in the Insurgent army at twenty-one years of age. He is unfit to hold the place, because, as he has himself frankly said, he knows nothing about the work. He is charged with the duty of administering $7,000,000 worth of friar lands, and the whole public domain of the Philippine Islands, and with such minor duties as the checkmating of the machinations of numerous wealthy Filipinos who seek fraudulently to acquire great tracts through fraudulent claims to unperfected titles and by other improper means." As to the Assembly, he writes: "The Assembly is the judge of the qualifications of its members. It has seen fit to admit a number of very disreputable characters. In my opinion neither the character of its members nor that of the legislation passed by it has justified its establishment, much less the 'Filipinization' of the Commission." His general conclusion is that Philippine independence is not a present possibility nor will it be possible for at least two generations. Mr. WORCESTER in his long official experience in the Islands has enjoyed exceptional opportunities of studying the problem of the future government of the Islands, and now that this question is frequently under discussion in political circles in the United States, Mr. WORCESTER'S exhaustive review of the situation should prove of great value to all who desire to inform themselves on the subject.

To-day is St. Patrick's Day.

The Lusitano Recreation Club annual athletic sports will be held on the Race Course on Easter Monday, 13th April.

Five Indians went to the house of a Chinese widow, at Mau Hu Tsai, in the New Territory, and stole a door and four bed boards.

Rear-Admiral Brounson, of the United States Navy, arrived by the s.s. *Mongchuria* yesterday, and is staying at the Hongkong Hotel.

An apprentice boy was knocked down by a rickshaw in Queen's Road Central, and sustained injuries which necessitated his removal to hospital.

A thief entered the room of a Chinese clerk, at No. 123, First Street, and stole from a drawer which was stated to have been locked at the time several pieces of jewellery, worth $248.

The residence of Mr. P. Whitmarsh at Baguio, Philippine Islands, was destroyed by fire last week. The outbreak occurred during the night and is supposed to have been started by a spark from the chimney falling upon a new roof, the material, owing to long absence of rain, proving very inflammable.

News was received in Shanghai last week that Mr. James Donald, a director of the Standard Oil Company, had died in New York. Mr. Donald, who was in charge of all the China business of the company, had made several visit to this country, where he visited all the Standard Oil branches and was well-known.

According to report, says the *Peking Daily News*, the Kiangnan Arsenal has recently contracted a loan of $3,000,000 which is supposed to be a commercial deal. $1,000,000 has been used to pay old debts, while the remainder is used for the improvement of the Arsenal. The Ministry of War is said to have received a telegram from the Director of the Arsenal to this effect.

At the Magistracy yesterday a master mariner named Cyril Fielding McIntosh, at present unemployed, was charged with disorderly conduct at No. 5, Pedder's Hill, where he was temporarily residing. It appeared that he became intoxicated and on reaching his home was so noisy that he had to be given in charge. The case was remanded until to-day, with a view to arrangements being made to send the defendant Home.

Sales of two steamers to Chinese have just taken place in Shanghai, says the *N.-C. Daily News*. One of these is the str. *Sikiang*, Messageries Maritimes, and used by them in their eastern trade at Hongkong. She is stationed here at present, but now goes to the Ningshao Steamship Company. The other steamer sold is Messrs. Geo. McBain's str. *Siam*, and it is understood that she is to be broken up by her purchasers.

Small-pox and abdominal typhus are reported to be epidemic in Tokyo. A paper by the latest mail states that there were 200 cases of abdominal typhus in Tokyo on the 2nd inst. The majority of these patients were poor people residing in Fukagawa and Honjo wards. The police authorities were vigorously enforcing sanitary measures in various districts of the capital, in the hope of stamping out the epidemics before the opening of the Taisho Exhibition on the 20th inst.

On the arrival of the Indo-China str. *Winsang* at Shanghai from Hongkong on Sunday, the 8th inst., police detectives boarded the vessel and arrested two Portuguese, Aswaldo Rosario and Andronico Alves, who recently escaped from the Portuguese gaol at Macao. The prisoners appeared before the Portuguese Consul-General on Monday, charged with having escaped from the custody of the Macao authorities during the present month, and were remanded in custody pending arrangements for their return to Macao.

There are still 2,215 Americans left in the Civil Service of the Philippine Islands. Since the beginning of the present year there have been 175 separations from the service due to "various causes." A study of the annual report of the Bureau of Civil Service shows that the highest number of Americans employed was in 1905, when there were 3,307 officers and employes. During the years from 190 to 1913 the annual number held steady with an average of about 2,650, so that the present number of 2,215 shows a falling off of 435, and the end is not yet, says the *Cablenews*.

The Banque Industrielle de Chine, the *Peking Gazette* says, is now reported to be on the verge of signing a contract for the construction of the Peking tramways. It will be remembered that the concession for the tramways was given to a Chinese syndicate some time ago, but that difficulties arose when it became suspected that the Commercial Guarantee Bank was interested in the concession. It was reported that the Government had cancelled the concession in order to prevent it from falling into foreign hands, but it now appears to be ready to transfer it to the Banque Industrielle.

Sir R. P. Somerville Head, Third Secretary to the British Legation at Peking, is going to Vienna, and Hon. F. G. Agar-Robartes from the British Embassy in Vienna will replace him.

The coxswain of the steam launch *Daisy* has informed the police that while steaming in the Harbour on Saturday, between the *India* and Blake Pier a seaman who was sitting on the star-board gunwale accidentally fell into the Harbour and was drowned.

WEDDING AT THE CATHEDRAL.

MORRISON—MORE.

Exceedingly pretty was the wedding which was solemnized yesterday at St. John's Cathedral of Miss Phyllis Muriel More, daughter of the late Mr. Andrew More and of Mrs. More, "Lauriston," to Mr. Kenneth Sinclair Morrison, son of the late Mr. John Morrison, of Manchester. The Cathedral had been prettily decorated for the occasion by Mrs. F. O. Stedman. The service was fully choral, the Rev. Copley Moyle officiating. The bride, who was given away by Mr. Owen Hughes, wore a lovely gown of ivory moiré draped with silver lace and embroidered with pearls, the Medici collar softening into a V-shaped bodice hemmed with pearls, and softly veiled with folds of white tulle illusion. Her full Court train had an effective design of true-lovers knots carried out in chiffon and pearls and finished off with a spray of orange blossoms. The tulle veil was prettily fastened to a bandeau of the same flowers, and she carried a lovely bouquet.

The three pretty little maids in attendance—the Misses Brydget and Kathleen Phelips and Miss Alwen Owen Hughes—wore Romney frocks of peach pink satin with the daintiest of cream frilled fichus, and broad sashes of black velvet. Pretty lace caps with rosettes of velvet and bunches of pink rose-buds finished these very dainty costumes. Mr. Morrison was supported by Mr. Francis Bevington as best man.

Mrs. More's elegant gown of Parma violet charmeuse, draped with black lace and oxidised silver trimmings over a vest of cream lace, with which she wore a black hat, was much admired.

Many well-known people attended the reception at "Lauriston" where in speeches and toasts the happy couple were wished the happiest of futures—and when they departed amidst showers of confetti, rice and good wishes the joyous spirit of the hour was never more evident.

The bride's travelling dress was of powdered-blue brocade with a chiffon corsage and jewelled embroideries. With this she wore a black hat.

The presents were pretty and numerous, many taking the form of cheques.

AN AMUSING DILEMMA.

A case came on at the Magistracy yesterday, before Mr. F. A. Hazeland, in which a Chinese was charged with the larceny of a quantity of solder. Witnesses were called on behalf of the Admiralty and Taikoo Dock, the solder being identified by both parties as belonging to them. His Worship fined the defendant $15 or a month, the charge being amended to unlawful possession.

Inspector McHardy—To whom shall I hand the solder, your Worship?

His Worship—I cannot tell that myself. They had better settle it amongst themselves outside. (Laughter.)

ANOTHER OUTRAGE AT POKFULAM DAIRY FARM.

Following upon the report of an outrage at the Pokfulam Dairy Farm three weeks ago, when 12 pigs were stabbed to death comes a further complaint. Mr. Stevenson, the assistant-manager, has informed the police that on Friday night some person got into the pig paddock and stabbed nine pigs. The police are making investigations.

BILLS OF LADING.

OPPOSITION TO THE STRIKE CLAUSES.

At the meeting of the council of the London Chamber of Commerce recently, Mr. F. Faithfull Begg presiding, reference was made to the recent conference between shipowners and merchants respecting the proposal of the International Shipping Federation to insert in bills of lading strike expenses clauses by which, in certain circumstances, as much as half of the cost of strikes would have to be borne by merchants. The council unanimously endorsed a resolution passed at a meeting of merchants and shippers on January 26th adhering to its previous objections and expressing the opinion that, in view of those objections and those of other trading associations, no satisfactory result was likely to be obtained by a further conference with the shipowners. It was understood that a communication to this effect would be addressed to the International Shipping Federation.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CRISIS.

UNIONIST RESENTMENT OF MR. CHURCHILL'S TONE.

LONDON, March 16th.

Mr. Asquith in the House of Commons to-day makes a statement explaining the details of his offer in the statement on Monday last.

The Unionist papers complain of the hectoring tone of Mr. Churchill's speech at Bradford, and declare that the Government will be responsible for bloodshed.

The Liberal Press support Mr. Churchill firmly in maintaining that the Government can go no further.

BAD WEATHER AT HOME.

LONDON, March 16th.

A week-end gale ravaged the South-West coasts, and scores of houses were unroofed at Queenstown.

The Swedish barque *Trifolium* was wrecked at Land's End, the Captain and four of the crew being drowned. Five were saved. Strenuous efforts were made by the coastguards and lifeboats to effect rescues.

The battle-cruiser *New Zealand*, which was anchored at Berehaven, dragged at her anchors for two miles and lost her top-mast and wireless gear.

Exciting scenes were witnessed at Putney, where the rowing season opened, three eight's sinking simultaneously.

A RAILWAY POLICEMAN'S DISMISSAL.

G.E.R. MEN THREATEN TO STRIKE.

LONDON, March 16th.

At a meeting of Great Eastern railwaymen at Stratford it was resolved to issue strike notices if the dismissed railway policeman, who acted as organiser of the Railway Police, is not re-instated.

The Chairman of the meeting, referring to the appointment of Mr. W. Thornton, the American, as General Manager of the Company, declared that the dismissal was a foretaste of American methods.

THE AUSTRALIAN RAILWAY ACCIDENT.

SYDNEY, March 16th.

The railway accident at Moss Vale is the most serious on record in New South Wales. The night was cold, and it was raining. The crash was heard a mile away. Eight persons were killed outright, others died on their way to hospital, 25 were injured—five seriously—and two carriages were telescoped. The rescue party, armed with axes, released those who were imprisoned by the wreckage. There were several marvellous escapes.

The disaster was due to the obscuring of a signal by fog.

IMPERIAL STUDIES.

LONDON, March 16th.

The Senate of the University of London has appointed a Committee to advise upon the organisation of Imperial studies in London, and the creation of a department for Imperial studies. The Committee includes Lord Rosebery, Lord Milner, Lord Hambledon, Viscount Bryce, and Sir Krishna Gupta, Sir Harry Johnson, Sir Charles Lucas Sir Charles Lyall, Sir Theodore Morison and Professor Hearnshaw.

IN MEMORY OF WATERLOO

LONDON, March 16th.

The Duke of Wellington has forwarded a letter to the Lord Mayor of London appealing to the public for £10,000 sterling with which to acquire the battlefield of Waterloo on the occasion of its centenary, and thus prevent any building upon it.

The Committee already formed includes Lord Roberts and Lord Methuen.

"THE TIMES" AT A PENNY.

LONDON, March 16th.

Upwards of half-a-million copies of *The Times* were ordered to-day, the publication having been reduced in price to one penny.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TERRIBLE TIDAL WAVE IN RUSSIA.

VILLAGES INUNDATED AND HUNDREDS OF PEOPLE DROWNED.

EKATERINOSLAV, March 16th.

A hurricane broke over the shores of the Sea of Azoff. It was accompanied by a tidal wave which inundated villages in the Kuban Province. Hundreds perished through the collapse of a dam at the town of Tamarjuk, 1,000 were drowned at St. Anitza and Achtyrskaja, and 150 perished at Yasenkaja.

ST. PETERSBURG, March 16th.

A graphic account of the catastrophe says that 176 railway navvies were sleeping in sheds when they were surprised by the floods, and fled on a train, which was soon overturned by the torrent, and many perished. The storm raged for ten hours. The retreating waters revealed an awful devastation, tangled heaps of rails and sleepers, wreckage of huts, and corpses, many of which bore traces of a desperate struggle for life. Forty-eight navvies were saved in a miraculous manner by clinging to the wreckage. The fate of a thousand other persons is uncertain.

RUSSIA'S PRECAUTIONS.

NECESSARY TO INCREASE NAVAL AND MILITARY CREDITS.

ST. PETERSBURG, March 16th.

At a secret conference of Ministers it was explained that there is a great necessity for greatly increased Military and Naval credits at the present International juncture. The Chief of the General Staff was present.

JAPANESE NAVAL COMMISSIONS.

TOKYO, March 16th.

Following upon the recent close examination by the Procurator regarding shipbuilding in England, Vice-Admiral Tsurutaro Matsuo was arrested in connection with the Naval scandals.

TROUBLESOME DERVISHES.

RAID AND SET FIRE TO VILLAGES.

ADEN, March 16th.

Fifty Dervish horsemen fired a volley into the Native Bazaar at Berbera on the night of the 13th inst., wounding several persons. The police for a distance of ten miles fruitlessly pursued the Dervishes, who when retiring fired into a small-pox hospital and ignited villages, killing and wounding five friendly natives. A more severe raid is reported to have taken place 20 miles to the east.

COMPENSATION CLAIMS AGAINST CHINA.

In the House of Commons Mr. T. E. Harvey (Leeds, W., Min.) asked the Secretary for Foreign Affairs whether his attention had been called to the situation which had been created by the offer of the Republic of China to meet claims for compensation for direct damage to the property of foreigners during the military operations of 1911-12; whether a number of claims for indirect damage had been made; whether the British claim was at present confined to direct damages, but with the proviso that it would be substantially increased if other European Powers continued to press claims based on indirect losses; and whether his Majesty's Government was supporting the appeal of the Chinese Government that the whole question be referred to the International Court of Arbitration at The Hague.

Sir E. Grey.—The question of claiming compensation from the Chinese Government for damages incurred by foreigners as a result of the revolution is at present under discussion between the Chinese Government and the Legations at Peking, and accordingly I am not in a position to make any detailed statement on the subject. It is the case that the British claim is confined to direct damages. I am not aware that the Chinese Government has made any appeal for arbitration.

Mr. Harvey.—In the event of such an appeal, will the right hon. gentlemen use his good influence with the Powers?

Sir E. Grey.—I cannot make a definite promise. I will consider it if the question comes up. We are, of course, very anxious that the claims should all be on the same footing so far as we have power.

CHINA'S WAR CHEST.

MORE TROOPS TO BE DISBANDED.

The Board of War estimates that military expenses amount to $80,000,000 per annum and proposes to instruct the provinces to disband sufficient men to reduce expenditure to $50,000,000.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

A SENSATIONAL ARREST.

PEKING, March 16th.

The *Shu-tien Jih Pao* reports the arrest of Tuan Chi Yuan, formerly a member of the Senate and at present Secretary to the President, on suspicion of being in league with "White Wolf."

THE MONGOLIAN PRINCES.

PEKING, March 19th.

Under the chairmanship of Prince Kalachin, a conference of the Princes of Outer and Inner Mongolia will take place in May at Chang-chun. The object is to re-establish friendly relations with one another, and the effect will be to weaken the influence of the Hutuktu.

THE FUTURE "COUNCIL OF STATE."

PEKING, March 16th.

It has been decided to convert the Political Committee into a Council of State. The Government has requested the assent of the Tutuhs and Civil Governors to a proposed extension of the powers of the Council of State, in view of a possible change of the Constitution.

The drafting of the new system for elections for the new Parliament and the convening of the Council of State will not take place until the Constitution Committee has completed its labours.

EUROPEAN SERVICE.

RUSSIA AND GERMANY.

REASSURING STATEMENTS.

BERLIN, March 15th.

The *Neue Freie Presse* of Vienna states that it learns from Berlin Court circles that H.M. the Emperor Wilhelm made some reassuring references yesterday to the reports regarding the increase of Russian armaments. His Majesty said there was no near danger of war.

The Austrian Ambassador at St. Petersburg has received assurances that the Russian Government had absolutely nothing to do with the sensational articles of the Press. A clearing up of the total situation is expected during the coming week.

Messrs. Goremykin, Sassonow, Suchomlinow and Barth made reassuring statements in the Duma Committee regarding Russia's foreign policy and the national defence.

GALES IN SOUTHERN RUSSIA.

BERLIN, March 15th.

Southern Russia and the Sea of Azov have during the last few days experienced severe gales. It is said that 100 persons were drowned by a spring flood. Great destruction is reported from many towns on the coast.

WIRELESS COMMUNICATION BETWEEN GERMANY AND SOUTH AFRICA.

BERLIN, March 15th.

The great wireless station at the station at Nanen, near Berlin, and Windbak in German South-West Africa have established communication.

NEW GROUNDS FOR DIVORCE.

The *N.-C. Daily News* translates the following from a Chinese newspaper:—

On Thursday afternoon, a woman and her husband Wu Sih-fan presented themselves before Judge Chang of the District Court of Justice. The woman stated that they were natives of Ningpo, and had been married for many years. They were on the best of terms with each other, but recently she had consulted a fortune-teller who predicted such an unfortunate career, and such trouble for her husband on her account that she was frightened beyond endurance, and eventually unburdened herself to her spouse. He, being himself convinced of the fortune-teller's prophecy, became despondent and as much alarmed as she. They had decided to separate, the husband agreeing to pay his wife $100, and allow her to marry again. The woman candidly told the Judge that as she had a younger brother, this plan, otherwise satisfactory, might leave her husband open to criticism and annoyance. They had therefore come to Court to pray for an official order for their divorce. The Judge expressed sympathy with the pair and asked them to put their petition in writing.

PIRACY ON THE HIGH SEAS.

SENSATIONAL EXPERIENCE OF THE "CHILDAR."

CAPTAIN ROPED UP FOR FIVE HOURS.

The str. *Childar*, a Norwegian passenger and cargo steamer, running between Hongkong and Swatow, returned to Hongkong yesterday, after having been away for twelve hours only, with a wrecked interior and her crew and passengers robbed of all they possessed. It is another story of the daring of Chinese pirates, and the manner in which the *Childar* was held up on the high seas reveals that repeated success has made the pirates really even more wildly daring in their methods.

In this particular instance pirates had evidently been informed that the *Childar* was conveying treasure. But their calculations were a trip behind-hand. On her previous voyage the vessel, in addition to the passengers and their belongings, conveyed treasure to the value of about $50,000. It was this which the pirates had obviously planned to secure, and when they discovered their mistake their revengeful annoyance resulted in the wholesale wreckage of the interior of the ship, everything at least which could be damaged with axes.

Apart from the manner in which the pirates treated the ship with axes, the piracy is of the ordinary type. The *Childar* left Hongkong at noon on Sunday for Swatow with about 200 Chinese passengers on board. When six hours out some of these passengers suddenly whipped out revolvers, held up everyone, and roped up Capt. Neilsen, the Chief Officer and the Engineer. This was done so expeditiously that before they fully realised the turn of events the three were bound up tightly and placed in their cabins, and then the pirates turned to seek the treasure which they had set out to secure. It was then that they discovered their mistake and used axes with such recklessness. The passengers' boxes were broken open and everything of account taken, and in their rage at being baulked the pirates smashed fittings and cabin windows, and one even went so far as to fire at random through the Chief Officer's cabin window, where the Chief Officer was lying bound. The bullet missed him and found a billet in the wall.

Our representative who went on board the *Childar* yesterday examined the cabin and states that the revolvers which were used must have been of a considerable size judging by the dimensions of the bullet-hole. He found the interior of the ship, and more especially the officers' quarters, very badly wrecked. Chairs and electric hangings had been broken up, the bedding had been torn into fragments, drawers had been taken out, valuable contents removed and then the drawers were broken up. Each cabin looked the picture of ruin. The passengers' hold was even more deplorable. Broken camphor-wood boxes were strewn over the floor, along with torn and other domestic belongings, while the passengers who stood around shivering had a woe-begone expression fully in keeping with the general picture of chaos.

The Chief Officer of the *Childar*, who along with the Captain and the Engineer were bound up tightly for about five hours, still felt the effects of his ill-usage and was not inclined to recall the happenings of the previous evening. When he heard unusual sounds he rushed out of his cabin, but found himself looking down the barrels of several revolvers. Then he was forced to hold his hands out, a ring was removed, along with his watch and chain and anything valuable which he happened to be wearing. When this had been done he was bound up tightly and rolled into his cabin, to be subsequently shot at. He smiled peculiarly when he said:—"They trussed me up tightly. I could not move. My hands were tied up so securely that the pain caused by the ropes cutting into the skin almost made me cry. They took away everything of any value belonging to me, but I thought they were going to do for me as well. We are lucky to get off like we did." The Captain and the Engineer were of the same opinion.

The pirates were ransacking the boat for several hours and some junks came alongside in the usual way and carried the goods away. Before they finally left the ship, however, some of the pirates, who possessed a knowledge of engines, pulled some of the vital portions apart, while others fired two shots above the heads of the crew and passengers, and then they all moved away. Subsequently the passengers released the Captain, the Chief Officer, and the Engineer, the engines were repaired and the *Childar* returned to Hongkong. Outwardly she seemed quite spick-and-span at anchor off Stonecutters, but the pirates had left their marks on the interior. Among the cargo which was taken were several cases of clocks, but some sealed boxes, which contained valuable cargo, by some miraculous means escaped the attention of the pirates. The chronometer was also removed and the chart-room battered. The damage cannot yet be estimated, but when the *Daily Press* representative was on board the police were busy interviewing the crew and passengers and discovering their various losses.

As to the number of pirates who took part in the raid, the Chief Officer remarked that there must have been fifty aboard, some of whom brandished two revolvers menacingly. It was obvious that the whole affair had been most cleverly planned, and had the vessel been conveying the really valuable cargo the pirates had supposed her to have on board they would undoubtedly have succeeded in getting away with it.

After the pirates had left the ship, and the officers had been unbound by passengers, they found that the ship had been taken into Bias Bay, which is beyond British waters.

CHINA IN THE COMMONS.

COMPENSATION CLAIMS AGAINST CHINA.

In the House of Commons on the 17th ult.:—

Mr. T. E. Harvey asked the Secretary for Foreign Affairs whether his attention had been called to the situation which had been created by the offer of the Republic of China to meet claims for compensation for direct damage to the property of foreigners during the military operations of 1911-12; whether a number of claims for indirect damage had been made; whether the British claim was at present confined to direct damages, but with the proviso that it would be substantially increased if other European Powers continued to press claims based on indirect losses; and whether His Majesty's Government was supporting the appeal of the Chinese Government that the whole question be referred to the International Court of Arbitration at The Hague.

Sir E. Grey:—The question of claiming compensation from the Chinese Government for damages incurred by foreigners as a result of the revolution is at present under discussion between the Chinese Government and the Legations at Peking, and accordingly I am not in a position to make any detailed statement on the subject. It is the case that the British claim is confined to direct damages. I am not aware that the Chinese Government has made any appeal for arbitration.

Mr. Harvey: In the event of such an appeal, will the right hon. gentleman use his good influence with the Powers?

Sir E. Grey: I cannot make a definite promise. I will consider it if the question comes up. We are, of course, very anxious that the claims should all be on the same footing so far as we have power.

THE OPIUM TRADE.

Sir J. D. Rees asked the Secretary for Foreign Affairs if he would state what was the present accumulation of Indian opium at Shanghai; and what steps were being taken to aid India opium dealers in disposing of such stocks.

Sir E. Grey: The stocks of Indian opium awaiting entry into China amounted on February 1st to 13,213 chests. His Majesty's Minister at Peking has done all that he properly could to ensure the fulfilment of the provisions of the 1911 agreement.

Sir J. D. Rees: Is any compensation contemplated to owners of stocks if they are not able to sell?

Sir E. Grey: I cannot say what the ultimate solution of the question will be. It is under the consideration of His Majesty's Government at the present moment as to what should be done.

THE SCHOOL OF ORIENTAL LANGUAGES.

Sir J. D. Rees asked the Prime Minister what progress had been made with the School of Oriental languages.

Mr. Asquith: The charter for the school is now being considered by the Privy Council. The alterations in the buildings recommended in the first interim report of Lord Cromer's Committee are still under consideration.

THE MUNICIPAL BUDGET OF SHANGHAI.

No greater compliment could, perhaps, be paid to the Municipal Budget, remarks the *N.-C. Daily News*, than to say that it is devoid of any specially sensational feature—that is to say, if the following statement by the Overseer of Taxes may be called unsensational:—"The revenue for the year under review shows a marked increase over the previous year and the receipts under almost every heading have exceeded the Budget estimate, which, however, anticipated a fair increase. The total ordinary income collected from all sources amounts to Tls. 2,858,006 (an increase of Tls. 99,841 on the Budget estimate) against Tls. 2,734,245 for the preceding year, showing an increase of Tls. 123,761." Elsewhere the Overseer says that "in spite of the unsettled state of Shanghai politically and commercially during the past summer, the work of the Tax Office has been attended with very little friction." Conversely, it is an interesting speculation how much the revolution was responsible, owing to the influx of Chinese, for the increased revenue. But on the whole we have grown accustomed for several years to increasing revenue—which was in 1913 more than Tls. 336,000 above what it stood at only four years ago. And this expectation is amply borne out by common observation in respect of the building of new houses both foreign and Chinese, and the increase of places of amusement, articles of luxury such as motor cars and so forth.

SUPREME COURT.

Monday, March 16th.

SITTING IN FULL COURT.

BEFORE THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C., AND MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

AN APPEAL MATTER.

In the case of Ho Au Chi and Young Su Chi (executors of the will of Ho Tse Yee), plaintiffs *v.* Ho Tse Tsun (Chun), Hi Hong Chung, and Ho Cheung Shi (the administratrix of the estate of Ho Tat Foo, deceased), and Chan Ho Shi. This was an application for the upsetting of the decision of the Chief Justice, given in Chambers, that the next of kin should be ascertained according to English law and the Statutes of Distribution relating to next of kin. It was held by the defendants that this should be done according to Chinese custom.

Mr. Sharp, K.C. (instructed by Messrs. Dannys & Bowley), appeared for the first defendant, who is the appellant. Mr. Potter was, for the moment, acting on behalf of the fourth defendant by consent, though he is really with Mr. Sharp for the first defendant. The other two defendants were not represented by Counsel, Mr. Sharp remarking that Mr. Harding, knowing that but a formal application would be made, had not thought it necessary to engage Counsel for that day. Mr. Pollock, K.C. (instructed by Mr. Walker), was for the plaintiffs.

Mr. Sharp, at the outset, mentioned that he would make only formal application, having regard to the fact that he was of the opinion that motion could only be heard by the three Judges. He would merely ask for leave to appeal, and then fix a date for hearing. The appeal was really from an interpretative order made by the Chief Justice on the 2nd March on the interpretation of a judgment of his own on the 2nd September last year; according to the periods of notice provided by the Code the time had expired that day for the appeal to be made. The motion would be really a formal notice of appeal, and the main point arose under the new Full Court Ordinance (section 5, sub-sections 1 and 2), which dealt with appeals which were to be brought or heard respectively by the Full Court of two Judges, and the Full Court of three Judges. He submitted that that was an appeal which must be heard by the three Judges because it was a final order. If the view he put was held to be right he was sorry to say that it followed that their Lordships were powerless to do anything in the matter. The question might be raised as to whether that would be a final or interlocutory order. He submitted that it was final; it finally decided the question.

The Chief Justice said he had no doubt that that was correct, and in view of what had been said he thought it would be extremely desirable, if it was agreeable to the other side, that the hearing should come before the three Judges. It would change, or act otherwise, in connection with the decision of the Full Court.

Mr. Pollock intimated that he was quite agreeable to this course being taken if leave were given to apply in Chambers against the finding, between then and the fixing of the appeal in July next, whether the order was final or interlocutory.

Their Lordships remarked that this was also their view and directed accordingly.

IN APPELLATE JURISDICTION.

BEFORE THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C.

APPLICATION FOR A RE-HEARING.

The motion was resumed in connection with the action of Kwong Wo Cheung firm *v.* Chau Ka Heung. The motion is that the judgment or order made in the action dated 16th April, 1913, whereby the defendant was adjudged to pay to the plaintiff the sum of $4,503,73 and costs to be taxed, be set aside, and for the re-trial of the action, and for leave to defend the same, and that until the said judgment is set aside, and the said action re-tried, all proceedings herein be stayed.

Mr. F. C. Jenkin (instructed by Mr. R. A. Harding), was for the plaintiff, the application being made by Mr. Eldon Potter (instructed by Mr. Haywood).

The hearing, which was commenced in December of last year, was adjourned for the production of certain affidavits.

Mr. Potter now explained that these had been obtained and briefly outlined the motion in order to refresh the memory of the Court. Plaintiff had proceeded under section 476 of the code—the defendant at the time being absent in America—and the plaintiff obtained judgment. As a result of this the Hongkong landed property of the defendant was attached under the section by the plaintiff. He was now applying for a re-hearing on the grounds set out under the same section of the code, that they had no notice or knowledge of the action. They also had to show grounds of defence, and with regard to that it was clear that so far as substantial defence was concerned there was substantial and ample evidence. The only question which his Lordship had to decide was whether they had notice of the action before the action came on and judgment was given.

After hearing the arguments the Chief Justice said that he was quite satisfied that he should order a re-hearing.

Mr. Jenkin then asked that an order should be made upon the property for the rents to be paid into Court.

Mr. Potter remarked that his friend had $10,000 security for his claim of $4,000 and that should be sufficient.

The Chief Justice held that the security was sufficient and added that Mr. Jenkin would have strengthened his position if he had substituted service.

SHANGHAI PUBLIC COMPANIES.

At the Annual General Meeting of Shareholders of the Shanghai Gas Co., Ltd., to be held on the 2nd April next, the Directors will recommend the payment of a final dividend for 1913 of Tls. 2.50 per share, being at the rate of five per cent. on the paid up capital, making ten per cent. for the year.

At a meeting of shareholders of the Shanghai Cotton Manufacturing Co., Ltd., held last week under the presidency of Mr. M. Fujise, it was unanimously resolved to increase the capital to Tls. 2,000,000 by the creation of 20,000 new shares of Tls. 50 each, for the purpose of enlarging the productive power of the Company.

An extraordinary general meeting of the Hotel des Colonies Co., Ltd., Shanghai, will be held at the Hotel des Colonies, on Tuesday, 25th March, when the subjoined resolution will be submitted as a special resolution: "That the action of the Directors in not having given effect to a resolution of the shareholders, who approved of the reduction of the Company's capital from Tls. 112,500 to Tls. 90,000 at a meeting held on the 15th day of August, 1913, and confirmed at another Extraordinary General Meeting held on August 29th, 1913, be and hereby is approved."

JAPANESE STEAMER SUNK AT SHANGHAI.

THE "ORIENTAL'S" PROMPT BOAT-WORK.

The *N.-C. Daily News* of the 10th inst. reports:—

A very serious collision occurred on the Huangpu River, in the Astræa Channel, yesterday morning, between the P. & O. str. *Oriental* and the Japanese str. *Hokusei Maru*, as a result of which the latter vessel sank in the Channel just clear of the fairway.

The *Oriental* (3,085 tons) arrived at Woosung from Japan ports late on Sunday evening and anchored during the night. The *Hokusei Maru* was inward bound from Chingwantao with a cargo of bricks and coal consigned to the Kailan Mining Administration. Early in the morning there was practically a procession of steamers up the river, and about 7 a.m., when the *Hokusei Maru* and the *Oriental* were in the vicinity of No. 5 Buoy, the *Oriental* collided with the Japanese steamer.

HOW THE DISASTER OCCURRED.

It is stated that at the time the collision occurred, the *Hokusei Maru* was athwart the stream and seeing that a collision was inevitable, Capt. Valentini, of the *Oriental*, had the engines put full speed astern, in order to minimize the force of the impact.

The *Hokusei Maru* was struck just abaft of amidships by the bow of the *Oriental* and sustained a tremendous gash on her starboard side, both above and below the water line. The *Hokusei Maru* immediately began to fill and though an effort was made to beach her, she sank before actually reaching the shore.

In the meantime the boats on both sides of the *Oriental* were lowered with commendable promptitude, and the officers and crew of the sinking steamer were rescued. After standing by for a short time, the *Oriental* proceeded on her way to Shanghai to her usual moorings, and her passengers and the rescued crew of the other vessel were duly landed at the Municipal Jetty.

A CRITICAL POSITION.

The agents of the two Companies were immediately communicated with, as were also the Shanghai Dock & Engineering Company and the local tug-boat companies, and the work of salving the sunken steamer was soon in progress. From latest reports, it is understood that the *Hokusei Maru* is in a critical condition and position, athwart the stream about 1,000ft. above the No. 5 Buoy of Astræa Channel on the Shanghai side of the fairway, but to the westward of the usual track of passing steamers. Her bow is in 11ft. and her stern in 22ft. of lowest water of Spring tides, and little is to be seen of her except the bow, forward deckhouses, masts and funnel.

Passengers who arrived here by the *Oriental* speak very highly of the promptitude with which her boats were lowered to go to the rescue of the crew of the sinking steamer.

THE "ORIENTAL'S" ILL-LUCK.

Since leaving Kobe the *Oriental* has met with a series of misfortunes. Between Kobe and Moji she experienced a very strong gale; at Moji she was in collision with the motor-ship *Siam*, sustaining a deep gash on the starboard bow; and after reaching Woosung in safety on Sunday night she met with the accident above described on coming up river yesterday morning.

The *Hokusei Maru*, which is of about 1,500 tons register, was formerly well-known to Shanghai residents as the C.N.S. *Nanchang*.

The *Oriental* was to have sailed again for Japan ports to-morrow, but pending repairs her departure has been postponed.

INTIMATIONS

FACE BLEMISHES SPREAD 'ROUND NECK

Arms and Chest. Pain at Times Unbearable. Ashamed to Be Seen. Cuticura Soap and Cuticura Ointment Left Skin Clear and Fresh.



88, Albert Road, Dalston, London, N.E., Eng.—"For some years I suffered from nasty face blemishes which gradually spread round my neck, arms and chest. The pain at times was unbearable and they caused a continual itching and irritating feeling. At night I could get very little sleep and of a day time I felt ashamed to be seen.

"A friend who had noticed my condition sent me a little Cuticura Ointment. At first I hardly thought it worth a trial, as everything else had failed. One night the itching was very bad and I felt as if I could tear the skin from my face. I took the Cuticura Ointment and after washing my face and neck in warm water I rubbed it gently on the places inflamed and itching. Very quickly I found it gave relief and in my delight I purchased a box of Cuticura Ointment and some Cuticura Soap. By the time I had used a third box the blotches had quite disappeared, leaving my skin how it had never been for years, clear and fresh." (Signed) Arthur E. T. Robinson, July 1, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[90-17

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

HIGHEST GRADE

ENGLISH. SWISS AND AMERICAN WATCHES.

AGENTS FOR

AMERICAN HOWARD WATCH.

Representatives for—

MAPPIN & WEBB, LTD., London.

CARL ZEISS, Jena.

W. F. STANLEY & Co., LTD., London.

E. R. WATTS & SON, London.

VOIGTLANDER & SOHN, Braunschweig.

ALEXANDRA BUILDINGS.

CHATER ROAD.

[34

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

THE OLDEST FIRM OF WHISKY BLENDERS IN THE EAST.

V.O.S. WHISKY AND CALDBECK'S LIQUEUR WHISKY

ARE TWO OF THE BEST KNOWN BRANDS OF "No. 1" WHISKY CONSUMED IN THE EAST.

SEND FOR FREE SAMPLE.

[31

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

THE ANNUAL ORDINARY GENERAL MEETING of the Company will be held at the Head Office at Haiphong, on TUESDAY, the 31st March, 1914, at 2.30 P.M.

BUSINESS:

To receive the Report of the Directors.
To receive the Report of the Auditor.
Examination and Passing of Accounts.
Appoint an Auditor.

LOWE, BINGHAM & MATTHEWS,
Local Secretaries.
Hongkong, 17th March, 1914. [423

TO LET.

HOUSE, in OBSERVATORY VILLAS, Kowloon.
Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 17th March, 1914. [424

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

Arrived Hongkong on 13th March, 1914, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Mongolia."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 14th March, 1914. [1

WANTED.

FURNISHED ROOM with Board on the Lower Levels.
Apply— "BOARD,"
Care of "Daily Press" Office.
Hongkong, 3rd March, 1914. [373

EXPORT BEERS OF QUALITY.

LARGE BREWERY, BERLIN, pays High Commission to Intermediaries.

Please reply under—
X. X. X. X.,
Care of "Daily Press" Office.
[387

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIFTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on TUESDAY, the 31st March, 1914, will be held in the Club House at 11 o'clock A.M. on TUESDAY, the 24th March, 1914.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 14th March, 1914. [412

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER L.C.P.
1313]

DAIRY FARM NEWS.

FISH

FRESH SIBERIAN SALMON

SELECTED

KIPPERS,

HADDOCKS,

FILLETS.

[24

INTIMATIONS

CANTON-KOWLOON RAILWAY.

IMPORTANT ADDITIONS AND ALTERATIONS TO TRAIN SERVICE.

NIGHT EXPRESS TRAINS TO AND FROM CANTON.

1. The Public is Hereby Notified that commencing on MONDAY, the 16th March, 1914, and until Further Notice a NIGHT TRAIN SERVICE will be Inaugurated between CANTON and KOWLOON and *vice versa*.

The Down Train will leave CANTON at 7.15 P.M. and arrive KOWLOON at 11.25 P.M.

The Up Train will leave KOWLOON at 12.45 A.M. calling on request at TAIPO at 1.15 A.M. and arriving Canton at 5 A.M. Special Reduced Fares including Star Ferry across the Harbour.

2. About this date on the FANLING-SHA TOU KOK branch line the coaches at present in use will be withdrawn and replaced by new Rolling Stock. First and Third Class accommodation will be provided. For the convenience of Excursionists and others, Special Cheap Return Tickets will be issued to SHA TOU KOK from HONGKONG and KOWLOON at the following Reduced Rates:—1st Return, $2.10; 2nd Return (1st Class on branch line), $1.50; 3rd Return, $0.90.

3. Important Alterations in the Local Train Service will also come into force. For further particulars see Time Tables, which may be had on application at all Stations and at the Head Offices, Kowloon and Canton.

By Order,
H. P. WINSLOW,
Manager.
British Section,
Kowloon-Canton Railway.

By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.
Kowloon, 10th March, 1914. [394

CANTON-KOWLOON RAILWAY.
(CHINESE SECTION).

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from MONDAY, the 16th March, 1914, and until Further Notice, all Through Single and Return Fares booked from CANTON will be subject to a surcharge of 20%, owing to the depreciation in Canton Local Notes.

From this date the Single and Return Fares by the Express and Night Trains between CANTON and HONGKONG and *vice versa* will be as under:—

SINGLE JOURNEY.

	Hongkong Currency.	Canton Currency.
1st Class ...	$4.00	$5.10
2nd " ...	2.00	2.60
3rd " ...	0.95	1.20

RETURN JOURNEY.

	Hongkong Currency.	Canton Currency.
1st Class ...	$6.75	$8.65
2nd " ...	3.00	3.85
3rd " ...	1.50	1.90

Scale of surcharge upon local fares are as advertised upon Station Notice boards.

By Order,
THE ADMINISTRATION.
Canton, 10th March, 1914. [408

AUCTIONS

BY ORDER OF THE EXECUTOR

of the

Will of the late Mr. A. A. D. SASSOON.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by
PUBLIC AUCTION
On THURSDAY,
the 26th day of March, 1914, at 12 o'clock NOON, at their Auction Rooms,
THE VERY VALUABLE LEASEHOLD PROPERTIES
known as
SOWKEWAN LOTS Nos. 105, 107, 108, 118 and 137,
IN FOUR LOTS.

The Properties comprise desirable building sites situate on and near the Main Road, Sowkewan, and ripe for immediate development.

A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors,
MESSRS. DEACON, LOOKER, DEACON & HARSTON,
1, Des Vœux Road Central,
and also
MESSRS. DAVID SASSOON & Co., LTD.,
8a, Des Vœux Road Central,
and also
MESSRS. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 9th March, 1914. [388

G. R.

PUBLIC AUCTION.

IT IS HEREBY NOTIFIED that the RIGHT TO QUARRY STONE on the following Lots of Crown Land for a period extending from 25th March, 1914, to 30th June, 1915, will be let by Public Auction to be held at the Office of PUBLIC WORKS DEPARTMENT, on MONDAY, the 23rd day of March, 1914.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

No. of Sale.	Quarry Lot No.	Locality.	Contents in Acres.	Upset Crown Rent.
1	A1-A5, A7-A8, A10, A19, A20 and A25.	Ngau Tau Kok.	10.12	$1,000
2	A9, A11-A14, A21 and A22.	Do.	8.00	980
3	A15-A18, A23 and A24.	Do.	7.65	700

[419

INTIMATIONS

LANE, CRAWFORD & Co.

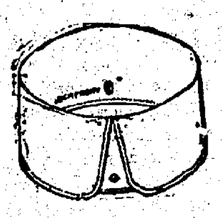
DRESS SHIRTS

$3.50 each, **6** for **$19.50**, and **$5.00** each, **6** for **$27.50**

COLLARS

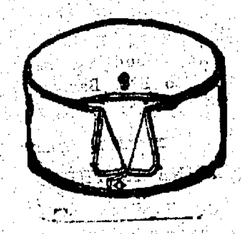
WE STOCK QUARTER SIZES WHICH ENSURE

A PERFECT FIT



THE "CRAWFORD"
in 1¼, 1½, 2, 2¼, 2½ inches deep.
A variety of Other Styles.

TWO LEADING STYLES.



THE "LANFORD"
in 1½, 2, 2¼, 2½ inches deep, also with square points.

ALL SHAPES

$4.50 PER DOZEN.

STOCKED IN ALL SIZES, 14 TO 18½ INCHES.

LANE, CRAWFORD & CO.
[38



THE NAME
REMINGTON
STANDS FOR
The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST and ALWAYS.
Official Typewriter of the Panama-Pacific International Exposition.
REMINGTON TYPEWRITER COMPANY
(Incorporated).

SIEMSSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa
[54

INSURANCE OF LUGGAGE.

THE EUROPEAN GOODS AND TRAVELLERS' LUGGAGE INSURANCE CO. Undertake the Insurance of Travellers' Luggage in Transit by Rail and Sea or during Storage in all Parts of the World.

The Insurance covers accident to the means of conveyance, Act of God, Burglary, Criminal Attack, Fire, Sea-water, and Contribution to General Average.

The simple way of Insuring and the exceedingly cheap premium should appeal to all Travellers.

For further particulars and rates apply to the Agents.

SIEMSSEN & CO.
Hongkong, 17th March, 1914. [422

TO LET

TO LET.
From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 7th February, 1914. [264

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.

No. 12, BEACONSFIELD ARCADE, Shop.

No. 5, MOUNTAIN VIEW, from 1st April, 1914.

No. 19, SHELLEY STREET.

No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th March, 1914. [55

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon, Kowloon Marina Lot No. 48, with Wharf.

WINDSOR LODGE, Kimberley Road Kowloon, 6 ROOMS and Tennis Court.

No. 3, MINDEN VILLAS, from 1st April.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th March, 1914. [287

TO LET

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 2nd March, 1914. [56

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, Peak.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
M. J. D. STEPHENS.
Hongkong, 11th December, 1913. [57

TO BE LET.
From 1st April, 1914.

"OLDESLOE," AUSTIN AVENUE, Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street.
Hongkong, 11th March, 1914. [403

TO LET—FURNISHED.

"MODREENAGH," No. 21, East, Chamberlain Road 22.

Apply to—
GILMAN & Co.,
8a, Des Vœux Road.
Hongkong, 20th February, 1914. [383

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTY-FIFTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 19th March, 1914, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 19th March, both days inclusive.

By Order of the Board of Directors.
C. PEMBERTON,
Secretary.
Hongkong, 26th February, 1914. [355

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned at 12.30 P.M. on THURSDAY, the 19th March, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th March, 1914, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers,
HONGKONG FIRE INSURANCE Co., LTD.
Hongkong, 2nd March, 1914. [375

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 10th March, 1914. [405

LUZON SUGAR REFINING CO., LIMITED.

NOTICE.

THE THIRTY-SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on MONDAY, the 30th March, 1914, at 11.15 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1913.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th March, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 10th March, 1914. [406

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

L. O. F.

APPLICATION has been made to the General Managers of this Company to issue to Miss HO KAM of Hongkong a Duplicate Certificate of 50 Shares in this Company, or other Certificate or Certificates in lieu thereof, upon statement that the Original Certificate No. 3683—50 Shares numbered 45951/46000 and dated 7th March, 1905, has been LOST or DESTROYED; and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a duplicate.

SHEWAN, TOMES & Co.,
General Managers.
ST. GEORGE'S BUILDING,
Hongkong, 11th March, 1914. [407

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 29th December, 1913. [1493

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 at 2/-	$15,000,000
Silver...	$17,650,000
	$32,650,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	C. Landgraf, Esq.
E. Goetz, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr. E. Shellim.
P. H. Holyoak, Esq.	H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINISTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.
Hongkong, 16th March, 1914. [15

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen 10,000,000
Capital Paid-up	" 7,499,250
Reserve Funds	" 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kinkiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [1272

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [196

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [783

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACON'S BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [21

HONGKONG SAVINGS-BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [16

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,700,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [1494

Cutler Palmer & Co.
The Wine Merchants of the East.

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 5/- MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
for Ladies
[83

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION
173-2

THE NEW FRENCH REMEDY. No. 1 No. 2 No. 3
THERAPION
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESSED ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON, ENG. PARIS DEPOT 12, RUE CASTIGLIONE. NEW YORK DEPOT 90, BEEKMAN ST.
TRY NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE
THERAPION
A CURE FOR YOU! SAFE AND LASTING
SEE THAT TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
175

SHIPPING REPORTS.

The British str. *Cyclops*, reports: Strong N.E. monsoon.

The Norwegian str. *Anna* reports: Last two days heavy N.E. wind.

The British str. *St. Albans* reports: Heavy seas N.N.E. down to N.N.W. swell, from Goto to Hieshin, northerly gales force 7.8 with high seas; from Turnabout to High Lamock north-easterly north winds, force 78, sky heavily overcast; from Lamock to Hongkong E. by N.E. winds force 4.

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THE HANYEHPING DEAL.

HOW THE CHINESE INVOLVED THEMSELVES.

The Peking correspondent of the *N.-C. Daily News* gives the following interesting account of this affair:—

The Hanyehping deal has aroused a good deal of interest in circles which concern themselves with the affairs of China. Those who make it their business to voice what they suppose to be the Chinese side of things express deep indignation at the manner in which the Japanese have imposed upon their gentle and unsophisticated cousins, forgetful that when China is imposed upon it is usually because individual Chinese have sacrificed national interests for personal gain. In financial and commercial dealings sympathy is at a discount, but it is seldom totally absent. The personal equation always counts, especially in the Orient. The foreigner is not without sympathy for the Chinese as a people, for he recognizes that they have engaging qualities and that they are not quite fair game in politics or commerce. But his sympathy for the mass declines in proportion as he discovers that inordinate vanity and ruthless greed animate many of the Chinese with whom he comes into business contact, to the exclusion of patriotic motives.

HOW THE TROUBLE BEGAN.

It is because of Chinese vanity and greed that the Hanyehping Company has found itself in deep water. The Japanese side of the question is easily explained. Japan must buy iron from abroad, and China is the nearest point of production. The Japanese got into the Hanyehping concern over the heads of the Germans, though it is obvious that it was better for Chinese interests, if foreigners were to be let in, that the foreigners should be Germans rather than Japanese. The Germans were keen to get a finger in the pie, as other foreigners have been also, so it must be presumed that the Chinese who let the Japanese gradually obtain command of the situation were either fools or rogues.

When the Japanese first came in they contracted to receive payment in ore and pig-iron, so may tons per annum. Over a period of fifteen years they have continuously been lending money, and have been paid back in kind only a fraction of the amount lent.

In the meantime the Hanyehping Company had been borrowing elsewhere. It owed about half a million sterling mainly to Chinese and partly to foreigners, at rates of interest between 9½ and 13 per cent. The position of the Japanese, therefore, at the end of 1913 was that they were owed nearly £2,000,000 by a company which could not pay the debt, or supply anything like the quantity of iron or ore contracted for. Moreover, that company was getting deeper in the mire every day owing to gross mismanagement, and heavy charges on borrowed money. The Hanyehping Company, in short, was hopelessly bankrupt and the Japanese had to face the prospect of the business stopping, of losing their money, and of being deprived of the supplies of iron vital to their prosperity. The company has for long been in such a bad way that the Japanese have had to pay the monthly wages bill in order to keep the business going.

A COMPREHENSIVE ARRANGEMENT.

Plainly, comprehensive measures were necessary. Hitherto the Yokohama Specie Bank had always lent the money to the Hanyehping Company. The ore and pig-iron given in payment were delivered to the Japanese Government concern known as the Japanese Ironworks, and the Ironworks paid the Bank for the material as received. As the Ironworks have never got the quantity stipulated, the payments have been at a rate which has left the Yokohama Specie Bank enormously out of pocket. To rectify the situation, that is, to secure their debt and ensure supplies of iron in the future, the Japanese in December last amplified an arrangement, first made in 1911, in the following manner:

The Yokohama Specie Bank agreed to lend the Hanyehping Company Y.15,000,000, nine millions of which is to be devoted in paying off the aforesaid Chinese and other debts at high interest and to square up some of their own old debts, while six millions is to be spent in building new furnaces, etc. This transaction when completed will bring the total indebtedness to the Bank to about Y.30,000,000. The arrangement provides for 7 per cent. interest for a period of five years, after which the rate will be reconsidered, always subject to a minimum of 6 per cent. By it the loans at high interest disappear and the productive capacity of the works is largely increased by the establishment of new plant.

To ensure the liquidation of the Chinese debts, and the proper handling of the finances in the future, the loan agreement stipulates for a Japanese accountant adviser, as well as for an engineering adviser to watch the technical side of the business. These appointments involve no executive powers and are only to run for five years, although the debt to the Bank will have a currency of forty years. The Japanese regard the supervision and control provided by this arrangement as far from satisfactory, but apparently it was the best they could make.

THE TRUTH ABOUT ORE.

Some loose statements have been made as to the price which the Hanyehping Works have been receiving for the ore. Ore from Bilbao, it has been argued, sells in Middlesbro' for 18/- per ton, and because the Chinese have hitherto received only 6/- per ton it is assumed that they have been defrauded of the difference. The price of the Bilbao ore includes freight to Europe, while the Tayeh ore is f.o.b. only in the Yangtze. Freight from Tayeh to Wakamatzu is something like 9/- per ton. As a matter of fact the Chinese do very well at the rate of 6/-, for mining and transport to the wharves on the Yangtze only cost a little over 2/- per ton, leaving the substantial profit of nearly 4/- per ton.

Further to confute the statement that the Japanese are cheating the Chinese in the price of the ore, it may be mentioned that the Japanese have been taking about 100,000 tons of ore annually from the Hanyehping Company and 50,000 tons of pig-iron. The price allowed for the pig-iron has been Y.27 per ton f.o.b. Hanyang, which compares favourably with present London prices. Thus, if the Japanese could have got ore at a quarter of its value, it is obvious they would have taken all they could get and taken less pig-iron at the market rate. But in fact the Japanese are so keen to get more pig-iron at the regular value that they are actually lending the company $6,000,000 to increase its facilities for manufacturing pig-iron.

As a matter of fact the recently signed agreement does not fix rates either for ore or pig-iron, but leaves them to be settled on the basis of current market prices.

A USELESS EVASION.

In answer to the public agitation against the arrangement, the Chinese Government has notified the Hanyehping Company that the loan agreement is null and void because the necessary official approval was not obtained.

But to this the Japanese—with whom no objection has been lodged either by the Company or the Government—answer that for all these years they have been making similar transactions, and that they have the right to continue according to usage in order to put their old debt on a sound footing. They deny the right of the Government to impose the regulation, promulgated last year, forbidding the alienation of mining rights without Government permission in the case of a concern whose property was already mortgaged to them. Further the arrangement was made over two months ago and $4,500,000 has actually been advanced, and disbursed under the supervision of the Japanese accountant adviser.

In the circumstances the Japanese intend to insist on the validity of the transaction. Moreover, they do not intend to allow the Hanyehping property to pass into the hands of other foreigners, for while the agreement gives the Chinese the right to pay off the debt out of their own resources, under it the Japanese refuse to accept liquidation by funds borrowed from any foreign source.

CHINA'S OWN FOLLY AT FAULT.

The agreement provides indeed that the Japanese shall have prior opportunity to lend, in case the Hanyehping Company in the future shall desire to borrow from abroad. The Japanese in fact have obtained a firm hold upon something of particular value to them, and they have no intention of letting it go. That they have made pretty good terms for themselves, goes without saying. But to say that they have defrauded the Chinese is quite another matter.

China, nevertheless, has practically given away an asset that properly handled would be extremely valuable. Further development of the Hanyehping properties will be directed along lines that will benefit the Japanese and not the Chinese. For this result the Chinese have solely themselves to thank. They themselves let the Japanese in to begin with. They hopelessly mismanaged the business, refusing Japanese and other foreign advice as to its proper conduct. Their vanity prevented them from letting foreigners manage the business, and reckless borrowing, combined with corrupt methods, has ended in practically irretrievable mortgage of property that ought for years past to have been pouring revenue into the public treasury, and which in the future would have proved a mine of wealth.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Kleist* left Shanghai on the 15th March, at 6 a.m., and may be expected here on or about the 17th March, at 4 p.m.

The str. *Glenturret* passed the Suez Canal on the 13th March, for Hongkong via Straits.

The C.P.R. str. *Monteagle* leaves Shanghai on the 17th March, at 2 p.m., and is due to arrive here on the 20th March, at 2 p.m.

The C.P.R. str. *Empress of Japan* left Yokohama between 2 and 4 p.m. on the 16th March.

THE RIVALS.

Three small clothier's shops stood in a line together by the market. The man on the right side decorated his window with a huge bill:—

GREAT SALE OF FIRE SALVAGE STOCK.

The one on the left side put out a counter-placard:—

GREAT SALE OF BANKRUPTCY STOCK.

The man with the middle shop wondered what he could do, as fire and bankruptcy had been annexed by his rivals to left and right of him. After much thought, says the *Manchester Guardian*, he put up a hand pointing to his doorway and a huge placard inscribed:—

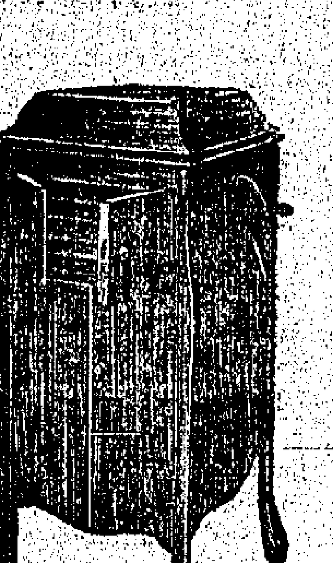
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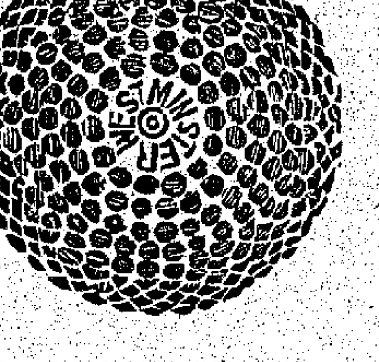
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Hongkong, 11th March, 1914. [398

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NOTICE TO CONSIGNEES

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th April, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LTD.,
Agents.
Hongkong, 13th March, 1914. [415

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th March, 1914. [416

THE FREIGHT MARKET.

Messrs. Lamke & Bogge of Hongkong in their circular dated 14th March, say:—

When writing our last circular under date of the 28th ultimo, chartering was restricted owing to heavy stocks of rice locally. The rice market further improving, however, the remaining stocks were worked off quickly, which resulted in a brisk demand for prompt tonnage to load at Saigon. Freights have stiffened remarkably, and it can safely be said that the jump in the Saigon to Hongkong rate from 16 to 23 cents per picul within the last week is mainly attributable to the extreme scarcity of prompt tonnage in suitable position. Insufficient steamers of handy size being at hand, charterers had to consider larger carriers, and although these accepted comparatively lower rates, the market nevertheless closes firm with further enquiry for small-sized boats at last rate paid. Judging by advices received from Saigon chartering for this month loading may again be restricted owing to the presence of a considerable amount of tonnage at that port and the fact that supplies of paddy are not coming in freely enough to fill contracts falling due during March to April. Millers' calculations are upset as regards stocks as well as mill-time and this may cause a certain falling off in demand for tonnage.

Rice exports from Saigon from 1st of January to 25th February amount to 131,050 tons as compared with 120,464 tons during same period last year. Quotation stands for March/April shipment at $4.13 per picul f.a.b. against $4.61 for same period last year.

SAIGON-PHILIPPINES.—From the enquiry in this direction only a solitary fixture has resulted on basis of 30,000 piculs at 30-32 cents to 1 option 2 ports P.I.

SAIGON-JAVA.—Without any return freight offering, "outside" tonnage was not procurable.

BANGKOK.—Cargo is offering more freely, and regular liners and time-chartered vessels for Chinese account are once more obtaining full cargoes. A regular liner has been secured on lumpsum basis of $13,000, the rate working out at about 32 cents per picul. Rates have risen from 30 cents to 35 cents to Hongkong and 25 to 27½ cents to Singapore. As there is a considerable amount of grain to be moved, we should see a further improvement in the rate ere long.

COOLIE TRADE.—One of the regular Saigon-boats has been put on the berth for Singapore at $13 per head.

TIMECHARTER.—The German s.s. *Mathilde*, 831 tons net reg., has been secured for a round trip hence to Mauritius and back, to Hongkong on time-charter basis at $9,000 per month.

Coal freights from Japan continue to rule easy with very little demand for tonnage.

FIXTURES REPORTED.—Moji to Hongkong $1.50. Hongay to Swatow $1.70 per ton, and Hongay to Hongkong, private terms.

FEBRUARY RUBBER RETURNS.

We take the following returns from the *Straits Times*:—

Jimah.—3,426 lbs.
Sekong.—9,958 lbs.
Ciccly.—21,608 lbs.
Trolak.—12,100 lbs.
Glenealy.—7,107 lbs.
Ratanui.—14,710 lbs.
Pilmoor.—14,394 lbs.
Klabang.—10,274 lbs.
Bradwall.—21,504 lbs.
Morlimau.—52,662 lbs.
Riverside.—20,478 lbs.
Ulu Buloh.—7,426 lbs.
Strathmore.—6,530 lbs.
Bruas Perak.—1,684 lbs.
Chersonese.—38,963 lbs.
Sungei Way.—34,907 lbs.
Ayer Tawah.—8,750 lbs.
Lower Perak.—4,200 lbs.
Sua Manggis.—4,058 lbs.
Lower Perak.—4,200 lbs.
Bernam-Perak.—5,897 lbs.
Sungei Krian.—18,003 lbs.
Sungei Bahru.—10,085 lbs.
Mandai-Tekong.—4,100 lbs.
Heron (Johore).—10,640 lbs.
Singapore Para.—24,127 lbs.
Krian Plantations.—16,361 lbs.
Dennistown (Krian).—25,991 lbs.
Ayer Kuning (F.M.S.).—15,734 lbs.
Jeram.—10,934 lbs.; 1913, 9,644 lbs.
Sengat.—21,668 lbs.; 1913, 14,965 lbs.
Highlands and Lowlands.—89,891 lbs.
Beverlac.—15,623 lbs.; 1913, 16,049 lbs.
Selinsing.—18,398 lbs.; 1913, 17,401 lbs.
Blackwater.—8,532 lbs.; 1913, 8,344 lbs.
Bukit Cloh.—16,600 lbs.; 1913, 8,158 lbs.
Seremban.—39,660 lbs.; 1913, 36,248 lbs.
Ayer Hitam.—15,884 lbs.; 1913, 4,910 lbs.
Kapar Para.—49,320 lbs.; 1913, 40,375 lbs.
Ulu Rantau.—10,658 lbs.; 1913, 23,010 lbs.
Sungei Choh.—20,693 lbs.; 1913, 19,299 lbs.
Bukit Selangor.—4,129 lbs.; 1913, 2,058 lbs.
Bukit Panjong.—16,427 lbs.; 1913, 13,896 lbs.
Dusun Durian.—21,040 lbs.; 1913, 17,976 lbs.
Langkat River. (Selangor).—21,892 lbs.; 1913, 8,672 lbs.
Sungei Kapar.—50,100 lbs.; 1913, 38,300 lbs.
Sungei Salak.—41,239 lbs.; 1913, 21,992 lbs.
Jasin (Malacca).—5,394 lbs.; two months 10,453 lbs.
Bantong.—16,634 lbs.; total for ten months 147,546 lbs.
Heawood.—7,098 lbs.; total to date two months 15,187 lbs.
Kombok.—22,035 lbs.; total to date two months 37,786 lbs.
Linggi.—106,134 lbs.; total to date two months 223,432 lbs.
Kamuning (Perak).—Tin 358.78 piculs, $1,244.92 net revenue.
Kuala Pergau.—5,600 lbs.; total company's year to date 45,450 lbs.
Kelemak.—5,230 lbs.; nine months current financial year 44,549 lbs.
Bukit Kajang.—53,892 lbs.; total to date eight months 358,347 lbs.
Sungei Buaya.—16,405 lbs.; total to date eight months 130,499 lbs.
Galang Besar.—27,500 lbs.; total to date eight months 219,000 lbs.
Trafalgar.—1,777; company's year to date 16,586 lbs.; 20,500 coconuts; to date 222,500 coconuts.

TRADE OF HONGKONG.

The following report has been compiled from the fortnightly price and current report of the Hongkong General Chamber of Commerce:—

OPIUM.

The stocks on 12th March were 1,187 of Patna, 485 Benares, 1,847½ Malwa, and 570 Persian and Turkish. The total exports during the interval to Shanghai, East Coast ports, Canton and West Coast, including local consumption, were 20 of Patna, 15 Benares, 104 Malwa, and but one chest of Persian and Turkish. In uncertified Bengal opium the importations consisted of 30 chests of Patna, and the exports 22 of Patna and 21 of Benares. In Bengal opium the market is very dull. Quotations are:—Patna, New $9,325, Old $9,200, V. Old $9,100. Benares: New $9,050, Old $8,925, V. Old $8,825. Malwa.—A few chests of very superior drug changed hands at $8,300 and higher prices are being asked. Minimum quotation remains unchanged at $8,025.

EXPORTS.

The Feather market is quiet, and that for Ginger is unchanged. Galangal is quiet, and but a few sales of Cassia Oil are reported. Star Aniseed Oil is described as weakish, Star Aniseed quiet, and Ground Nuts firm. The stocks of human hair are easy to get, and the Tin market is dull, as is also Saigon Cassia and Gall Nuts. Quicksilver is weak, and bristles are unquoted. The following entry is made in regard to matting:—Tonkin Fancy Mattings, roll of 40 yards long and one yard wide, 12½ cents per yard; roll of 60/5 lb. and rise of one cent for every increase in weight of 5 lbs.

IMPORTS.

There is practically no alteration in the Cotton Yarn market conditions, and only an insignificant quantity of business has been concluded at a further decline in values of $2 to $3 per bale. Quotations are:—No. 10s at $98/125. No. 12s at $104/125. No. 16s at $118/136. No. 20s. $122/149. Arrivals 5,000 bales. Sales 1,000 bales. Shipments Nil. Bargains 47,000 bales. Unsold stock 34,000 bales. The Woollen market is still in a lifeless condition and there is no business of any importance to report. Raw Cottons reveal no change. As regards metal, a fall in rates of fright has again lowered the cif value of heavy lines. Bars are on offer at 110/-, Nailrods at 118/-, Steel Plates 118/6, but few buyers can be found. Locally prices are weak, except lead, which is steady. Business done has been very small. Petroleum products are again quiet, the condition being unchanged. There are no stocks of pepper, camphor on window glass, and but small sales of coal are reported. There has been a fair business in Sugar, but this has been done at a further decline in rates. The Saltpetre market is strong and improving; 1,200 bags have been sold, and 2,500 are in stock.

FLOUR.

In the American market there is no change to report and the difference between millers and buyers' prices is too great to permit of any sales. Things are generally exceedingly quiet in the local market and clearances have been rather unsatisfactory; stocks are still 1,500,000 sacks. Quotations:—Patents M $2.60/2.90 per bag, cut offs M $2.28/2.30 per bag, straight M $2.20/2.22 per bag, seconds, M $2.15/2.18 per bag.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Nile* left Yokohama for Hongkong, via Manila, on the 8th March. The United States mail has been transferred to the N.G.L. str. *Kleist*, which is scheduled to arrive at Hongkong on the 17th March.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 7th March, at 11 a.m., and may be expected here on or about the 30th March.

The E. & A. str. *Aldenham* left Sydney for this port (via Queensland Ports and Manila) on the 11th March, and may be expected to arrive here on or about the 4th April.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German mails, with dates from Berlin of the 18th February, left Singapore on the 13th March, at 11 p.m., and may be expected here on or about the 18th March, at 6 a.m.

MERCHANT STEAMERS.

The Danish str. *Indien* left Karatsu on the 13th March, and may be expected here on or about the 18th March.

The Rickmers Linie str. *Anne Rickmers* left Singapore on the 12th March, p.m., and is expected here on or about the 18th March.

The str. *Thongwa*, from Calcutta, left Singapore on the 13th March, and may be expected here on or about the 18th March, a.m.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Bombay for this port on the 1st March, and is expected here on the 19th March.

The Barber Line str. *Satsuma*, from New York, left Singapore on the 12th March, and is therefore due here on or about the 19th March.

The N.D.L. freight str. *Gernis* left Singapore on the 13th March, at 3 p.m., and may be expected here on or about the 19th March, at noon.

The H.A.L. str. *Hoerde* left Singapore on the 13th March, a.m., and may be expected here on or about the 20th March, a.m.

The str. *Kioto* left Singapore on the 15th March, and is due here on the 20th March.

The P. & O. str. *Nubia* left Singapore for this port on the 15th March, at 4 p.m., and is due here on the 21st March, at about 6 a.m.

The N.Y.K. str. *Mishima Maru* (European Line) left Marseilles for this port via ports on the 21st February, and is expected here on the 23th March.

The Danish str. *Arabien* left Port Said on the 26th February, and may be expected here on or about the 26th March.

The Mogul Line str. *Lothian* left United Kingdom on the 21st February, for Hongkong via Straits, and is due to arrive here about the 3rd April.

The N.Y.K. str. *Kaga Maru* (European Line) left London for this port via ports on the 28th February, and is expected here on the 8th April.

SHIRE LINE, LIMITED.

Merioneishire, from Vancouver, is due in Hongkong 7th April.

SHIPPING IN PORT.

STEAMERS.

ARCA, British str., 2,594, Statt, 13th March—Singapore 6th March, General.—Asiatic Petroleum & Co.

ARRATOON APCAR, British str., 2,831, W. Walker, 12th March—Calcutta 24th February, General.—David Sassoon & Co.

CHANGSHA, British str., 1,463, F. C. Gambrill, 13th March—Melbourne 6th February, General.—Butterfield & Swire.

DAIJIN MARU, Japanese str., 800, K. Murakami, 14th March—Swatow 13th March, General.—Osaka Shosen Kaisha.

DEVAWONGSE, British str., 1,565, Shearer, 13th March—Saigon 8th March, Rice.—Chinese.

EMPRESS OF RUSSIA, British str., 8,769, W. Davison, 18th February—Vancouver 30th January, Mails and General.—Canadian Pacific Railway Co.

ELSBETH, German str., 1,020, E. Bing, 14th March—Swatow 13th March, General.—Jebsen & Co.

ESANG, British str., 1,127, W. J. Carte, 14th March—Shanghai 10th March, General.—Jardine, Matheson & Co.

EUMAEUS, British str., 4,266, F. Baetens, 13th March—Shanghai 11th March, General.—Butterfield & Swire.

FOOCHOW, British str., 1,228, J. R. Owen, 11th March—Shanghai 8th March, Mails and General.—Butterfield & Swire.

FOOKSANG, British str., 1,937, T. A. Mitchell, 9th March—Moji 3rd March, General.—Jardine, Matheson & Co.

FOOSHING, British str., 1,423, Hay, 13th March—Bangkok 4th March, Rice.—Jardine, Matheson & Co.

GREGORY APCAR, British str., 2,940, J. Drake, 11th March—Moji 6th March, Coal.—David Sassoon & Co.

HAITAN, British str., 1,182, J. S. Roach, 15th March—Swatow 14th March, Douglas Lapraik & Co.

HALIOTIS, Dutch str., 1,070, J. Bakker, 10th March—Shanghai 7th March, General.—Melchers & Co.

HANOI, French str., 739, Ch. Le Chevalier, 14th March—Pakhoi 13th March, General.—A. R. Marty.

HELENE, German str., 771, Jessen, 15th March—Swatow 4th March, General.—Jebsen & Co.

HOPSANG, British str., 1,359, C. A. Robertson, 14th March — Hongay 12th March. Coal.—Jardine, Matheson & Co.

KWANGTAN, Chinese str., 1,536, Stewart, 11th March—Shanghai 7th March, General.—Chinese.

MANCHURIA, American str., 8,750, A. Dixon, 15th March—San Francisco 12th February. General.—Pacific Mail S.S. Co.

MAUSANG, British str., 1,644, A. Halcock, 12th March—Fremantle 21st February, Wood.—Jardine, Matheson & Co.

MISUMI MARU, Japanese str., 1,509, Y. Habakayama, 13th March—Moji 5th March, Coal.—Order.

PAOTING, British str., 1,192, W. J. Barker, 12th March—Saigon 8th March, Rice.—Butterfield & Swire.

PHEUMPENH, British str., 1,065, Bird, 13th March—Saigon 8th March, Rice.—Chinese.

PENANG MARU, Japanese str., 3,274, S. Murazami, 12th March—Bombay 22nd February, General.—Nippon Yusen Kaisha.

SAIKAI MARU, Japanese str., 2,742, S. Nakagawa, 15th March—Moji 9th March, Coal.—Mitsui Bussan Kaisha.

SEATTLE MARU, Japanese str., 3,838, Saitow, 12th March—Manila 9th March, General. — Osaka Shosen Kaisha.

SENEGAMBIA, German str., 3,780, Mackeprang, 14th March—Dalny 9th March, General.—Hamburg-Amerika Linie.

SEKTA, German str., 992, N. Jessen, 10th March—Bangkok 2nd March, Rice.—Chinese.

SHAOHSING, British str., 1,207, E. French 14th March—Shanghai 11th March, General.—Butterfield & Swire.

SPEZIA, German str., 2,374, W. Hennecke, 14th March—Hamburg 12th March, General.—Hamburg-Amerika Linie.

SOLVEIG, Norwegian str., 2,829, P. Einarsen, 14th March—Moji 8th March, General.—Mitsui Bussan Kaisha.

SOSHU MARU, Japanese str., 1,119, Tashiro, 13th March—Swatow 12th March, General. — Osaka Shosen Kaisha.

TEAN, British str., 1,351, J. V. Sidford, 13th March—Manila 11th March, General.—Chinese.

TJIBODAS, Dutch str., 2,900, E. H. Kroes, 12th March—Maccassar 5th March, Sugar.—Java-China-Japan Lijn.

ULV, Norwegian str., 885, Pedersen, 11th March—Bangkok 2nd March, Rice.—Chinese.

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February 27th—*Alcinous, Indrawadi, Kafue, Menelaus, Mishima Maru, Priam, Atlantique, Arabien.*
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WEATHER REPORT.

On the 16th at 11.20 a.m.—The anti-cyclone has spread eastward, and now dominates the map.

Pressure has increased moderately over Tongking, but has decreased slightly along the south coast of China and over Formosa.

The monsoon will probably be interrupted to the north of Foochow, and remain fresh to moderate over the N. China S.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N.E. winds, fresh to moderate cloudy.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainau	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

16TH MARCH, 1914, a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	
Vladivostock	7 a.	29.91	27	—	SSW	3	c
Nemuro	6 a.	30.02	—	—	W	—	—
Hakodate	„	30.09	—	—	WSW	3	—
Tokio	„	30.20	—	—	NNE	1	—
Kochi	„	30.29	—	—	W	1	—
Nagasaki	„	30.33	—	—	N	2	—
Kagoshima	„	30.31	—	—	N	1	—
Oshima	„	30.23	—	—	NNE	3	—
Naha	„	30.25	—	—	NE	1	—
Ishi'jma	„	30.21	—	—	NE	2	—
Bonin Is.	„	30.12	—	—	—	0	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei	„	30.21	35	62	WSW	3	bq
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kinkiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30.44	34	—	NNE	1	ca
Gutslaff	„	30.36	41	—	NNE	1	ov
Sharp Peak	7 a.	30.34	50	—	N	2	or
Amoy	6 a.	30.21	50	79	NNE	2	o
Swatow	„	30.22	51	93	NNE	1	o
Taihoku	5 a.	30.23	—	—	E	3	—
Taichu	„	30.13	—	—	N	2	—
Tainan	„	30.14	—	—	E	2	—
Koshun	„	30.12	—	—	E	3	—
Pescadores	„	30.14	—	—	NE	10	—
Canton	6 a.	30.24	47	100	N	2	or
Hongkong	6 a.	30.17	52	85	N	2	c
Gap Rock	„	0 14	—	—	NNE	5	od
Macao	„	30.15	50	—	NW	1	odf
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	30.25	52	—	N	3	o
Tourane	„	30.04	70	—	NNW	5	o
Cape St. James	„	29.94	77	—	ENE	4	o
Aparri	„	—	—	—	—	—	—
Manila	„	—	—	—	—	—	—
Legaspi	„	—	—	—	—	—	—
Iloilo	9 a.	29.99	81	—	NE	2	b
Bacolod	„	—	—	—	NW	1	b
Cebu	„	29.99	85	—	E	2	c
Labuan	„	29.95	85	—	—	—	—

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2 TEMPERATURE, in the shade, in degrees Fahrenheit.

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4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail lightning, o overcast, p passing showers, q squall, r rain, s snow, t thundor, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.19	30.17	30.17
Temperature	59	52	54
Humidity	76	85	80
Wind Direction	North	North	NNE
„ Force	2	2	2
Weather	o	o	od
Rain	—	0.02	—

Highest open air Temperature on 15th .. 63
Lowest open air Temperature on 15th .. 55

HONGKONG TIDE TABLE.

From 17th to 23rd March, 1914.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	HIGH WATER Height	LOW WATER H'kong. Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	17	m 1 34	4 8	m 6 0	3 2
		0 25 a	5 4	7 49 a	1 8
Wed.	18	m 3 15	4 1	m 6 17	3 6
		1 18 a	6 4	9 38 a	1 9
Thurs.	19	No infer.	high-	nor low-	water
		2 33 a	6 2	11 28 a	1 7
Fri.	20	No infer.	high-	nor low-	water
		4 19 a	6 2		
Satur.	21	No infer.	high-	m 0 36	1 5
		5 42 a	6 3	nor low-	water
Sun.	22	m 8 43	4 5	m 1 16	1 4
		6 45 a	6 5	0 8 a	4 3
Mon.	23	m 8 56	4 6	m 1 50	1 3
		7 3 a	6 6	1 7 a	3 6

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Hongkong, 5th March, 1914. [192

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Should Purchase.

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BY

CAPTAIN C. V. LLOYD.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &C.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD	On 8th Apr.
LONDON, HULL & ANTWERP	GLENLOGAN	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	About 26th Apr.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	AUSTRALIEN	Fren. str.	—	Moutet	MESSAGERIES MARITIMES	On 24th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	KATORI MARU	Jap. str.	—	Mural	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M
MARSEILLES, ROTTERDAM & HAMBURG, &C.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 27th inst.
BREMEN, HAMBURG & ANTWERP, &C	SENEGAMBIA	Ger. str.	k. w.	Mackeprang	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG, &C.	SCANDIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE, EMDEN & HAMBURG, &C.	ASSYRIA	Ger. str.	k. w.	Brodmükel	HAMBURG-AMERIKA LINIE	On 4th Apr.
HAVRE, DUNKIRK, EMDEN, HAMBURG & BREMEN	GERMIA	Ger. str.	—		MELCHERS & Co.	About 5th May.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	SUEDMARK	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	To-morrow.
VICTORIA, B.C., & TACOMA VIA JAPAN, &C.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 21st inst., at 1 P.M.
VICTORIA, B.C., SEATTLE & VIA SHANGHAI, &C.	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &C.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 1st Apr., at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PT. LAND.	DEN OF RUTHVEN	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 5th Apr.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.,	AUSTRIA	Aus. str.	—		MELCHERS & Co.	About 6th April.
NAPLES, GENOA, ALGIERS; LISBON, SOUTHAMPTON, &C	KLEIST	Ger. str.	—		JARDINE, MATHESON & Co., LD.	To-morrow, at 10 A.M.
BOSTON & NEW YORK	INDRADEO	Brit. str.	—	Evans	JARDINE, MATHESON & Co., LD.	To-morrow.
BOSTON & NEW YORK	AMBRIA	Ger. str.	k. w.	Knitschky	HAMBURG-AMERIKA LINIE	On 25th inst.
NEW YORK	ATHOLL	Brit. str.	—		DODWELL & Co., LTD.	About 4th April.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	EMPRESS OF RUSSIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 19th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &C.	MONTEAGLE	Brit. str.	2 m.	F. L. Davison	CANADIAN PACIFIC R. Co.	On 8th Apr., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &C.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 21st inst., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KAISEN KAISHA	On 4th Apr., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	NILE	Am. str.	—	H. Powell	PACIFIC MAIL S.S. Co.	On 31st inst., at Noon.
SAN FRANCISCO & SAN PEDRO	ROBERT DOLLAR	Brit. str.	—		THE ROBERT DOLLAR Co.	On 31st inst.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 11th Apr.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 20th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 21st inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 8th Apr., at Noon,
JAPAN	PERODAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	PERSIA	Aus. str.	—	J. Hill	SANDER, WIELER & Co.	About 2nd April.
KOBE & MOJI	ONSANG	Brit. str.	—	Carle	JARDINE, MATHESON & Co., LD.	On 21th inst., at D'light.
KOBE & YOKOHAMA	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 23th inst., at 11 A.M.
KOBE	PRINZ SIGISMUND	Ger. str.	—	A. Hurtaig	MELCHERS & Co.	About 31st inst.
WEIHAIWEI & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	E. French	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & MOJI	ABRATOON APCAR	Brit. str.	—	Walker	DAVID SASSOON & Co., LTD.	To-day, at 4 P.M.
SHANGHAI, MOJI & KOBE	INARA MARU	Jap. str.	—	Shinobe	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	ESANG	Brit. str.	—	J. W. Carle	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	F. Losser	MELCHERS & Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	HOERDE	Ger. str.	k. w.	Henson	HAMBURG-AMERIKA LINIE	On 20th inst.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.	H. E. Laver	BUTTERFIELD & SWIRE	On 21st inst., at M'night.
SHANGHAI MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—		ARTHUR NILSSON & Co.	About 21st inst.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 23 d inst.
SHANGHAI	LIANGCHOW	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 24th inst., at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathral	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SHANGHAI	ARCADIA	Brit. str.	—	G. Barcham	P. & O. S. N. Co.	About 25th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	R. Y. Andersen	BUTTERFIELD & SWIRE	On 23th inst., at M'night.
SHANGHAI & TSINGTAU	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 31st inst., at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KOHSHIN	Aus. str.	—		SANDER, WIELER & Co.	On 1st April, at 6 A.M.
FOOCHOW VIA SWATOW & AMOY	JAPAN	Swed. str.	—		ARTHUR NILSSON & Co.	About 12th Apr.
ANPING & TAKAO VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 25th inst., at 2 P.M.
TAMSUI VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashiro	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 22nd inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & SHANGHAI	HIATAN	Brit. str.	2 h.	J. S. Reed	DOUGLAS LAPRAIK & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	PAOTING	Brit. str.	1 m		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 29th inst., at 11 A.M.
MANILA	HANCHING	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAPRAIK & Co.	On 24th inst., at 11 A.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 28th inst., at 1 P.M.
MANILA, MANGARIN, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. H. Bulte	JARDINE, MATHESON & Co., LD.	On 21st inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	P. S. McMurray	SHEWAN, TOMES & Co.	On 23rd inst, at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	CHINTRA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 2nd Apr, at 4 P.M.
SINGAPORE, PENANG, & CALCUTTA	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 13th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	JAVA MARU	Jap. str.	—	D. Fuchigaami	OSAKA SHOSEN KAISHA	On 5th Apr, A.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Darke	DAVID SASSOON Co., LTD.	To-day, at 3 P.M.
SINGAPORE, PENANG & RANGOON	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	On 19th inst., at Noon,
JESSELTON, KUDAT & SANDAKAN	HAKATA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 17th inst.
PAKHOI & HAIPHONG	NAMSANG	Brit. str.	—	H. Nomura	JARDINE, MATHESON & Co., LD.	On 3rd Apr., at 2 P.M.
	JELUNGA	Brit. str.	—	G'lory	JARDINE, MATHESON & Co., LD.	On 27th inst., at Noon.
	BORNEO	Ger. str.	—	J. R. O. Sullivan	MELCHERS & Co.	On 9th Apr., at 9 A.M.
	KAIFONG	Brit. str.	1 m.	J. Koehler	BUTTERFIELD & SWIRE	On 19th inst., at Noon
				H. Mathias		

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai *Woosung*	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF RUSSIA	Thurs. 19 Mar.	22 Mar.	23 Mar.	25 Mar.	27 Mar.	5 April.	11 April.	18 April.
EMPRESS OF INDIA	Thurs. 2 Apr.	5 Apr.	7 Apr.	9 Apr.	11 Apr.	23 Apr.	29 Apr.	6 May.
MONTEAGLE	Thurs. 9 April.	11 April.	Moji 11 April. N'saki	15 April.	18 April.	2 May.	—	—
EMPRESS OF ASIA	Thurs. 16 Apr.	19 Apr.	20 Apr.	22 Apr.	24 Apr.	3 May.	9 May.	15 May.
EMPRESS OF JAPAN	Thurs. 30 Apr.	3 May.	5 May.	7 May.	9 May.	21 May.	28 May.	4 June.

From L'POOL		From VANCOUVER						
Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai *Woosung*	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive Moji	Arrive	Arrive
—	—	MONTEAGLE	19 Feb.	7 Mar.	10 Mar.	12 Mar.	15 Mar.	18 Mar.
21 Feb.	27 Feb.	EMPRESS OF INDIA	5 Mar.	19 Mar.	20 Mar.	N'saki 22 Mar.	24 Mar.	27 Mar.
7 Mar.	13 Mar.	EMPRESS OF ASIA	19 Mar.	30 Mar.	31 Mar.	2 Apr.	4 Apr.	7 Apr.
21 Mar.	27 Mar.	EMPRESS OF JAPAN	2 Apr.	16 Apr.	17 Apr.	19 Apr.	21 Apr.	24 Apr.
4 Apr.	10 Apr.	EMPRESS OF RUSSIA	16 Apr.	27 Apr.	28 Apr.	30 Apr.	2 May.	5 May.

PASSAGE RATES—HONGKONG TO LONDON.

		VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPRESS OF RUSSIA EMPRESS OF ASIA EMPRESS OF INDIA EMPRESS OF JAPAN MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada £8 additional.	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

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THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

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Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

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D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

1491]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"ESANG"	Thursday, 19th Mar., D'light
• SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 19th Mar., Noon.
• KOBE & MOJI	"ONSANG"	Friday, 20th Mar., D'light.
• MANILA	"YUENSANG"	Saturday, 21st Mar., 2 P.M.
• MANILA	"LOONGSANG"	Saturday, 28th Mar., 2 P.M.
† SHANGHAI, MOJI & KOBE	"KUTSANG"	Tuesday, 31st Mar., 2 P.M.
• SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 3rd Apr., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "LOYAT," "YATSHING" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dairy, W'wei, T'tau&N'chwang.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to—JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 17th March, 1914. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "JELUNGA," 5,205 tons gross, Captain J. R. O'Sullivan will be despatched for SINGAPORE, PENANG and RANGOON on the 27th Mar., at Noon, taking and Cargo Passengers at Current Rates.

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JARDINE, MATHESON & Co., LTD.,
AGENTS

Telephone No. 215.

Hongkong, 16th March, 1914. [41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"MERIONETHSHIRE"	On 8th April.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"DEN OF RUTHVEN"	On 5th April.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENLOCHY"	On 3rd May.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., Ltd.
AGENTS.

Hongkong, 5th March, 1914 [40

SHIPPING

ARRIVALS.

ANAGISAN MARU, Japanese str., 1,995, Horie, 15th March—Miike 9th March, Coal.—Mitsui Bussan Kaisha.

ANHUI, British str., 1,350, Harris, 16th March—Shanghai 12th March, General.—Butterfield & Swire.

ANNA, Norwegian str., 1,070, Arntzan, 15th March—Bangkok 8th March, Rice.—Chinese.

BULLMOUTH, British str., 2,001, Hill, 15th March—Pulo Samho 7th March, Bulk Oil.—Asiatic Petroleum Co.

CYCLOPS, British str., 5,762, D. Arthur, 15th March—Manila 13th March, General.—Order.

DAIKOKU MARU, Japanese str., 2,635, W. Nakagawa, 15th March—Dairen 9th March, Coal.—Mitsui Bussan Kaisha.

INAHO MARU, Japanese str., 2,886, K. Nishikawa, 15th March—Nagasaki 9th March, Coal.—Mitsui Bussan Kaisha.

KAMOR, Norwegian str., 949, Muus, 16th March—Manila 12th March, Ballast.—A. Bune & Co.

ST. ALBANS, British str., 2,538, E. B. P. Baikie, 16th March—Moji 11th March, Rice and General.—Gibb, Livingston & Co.

TSUCER, British str., 5,816, W. Yarwood, 16th March—Vancouver 28th January, General.—Butterfield & Swire.

TSURUGISAN MARU, Japanese str., 2,560, Haraka, 15th March—Moji 9th March, Coal.—Mitsui Bussan Kaisha.

YOKOHAMA MARU, Japanese str., 4,010, S. Wada, 16th March—Shanghai 12th March, General.—Nippon Yusen Kaisha.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

March 16th.

HELENE, German str., for Hoihow.
KWEILIN, British str., for Shanghai.

DEPARTURES.

March 16th.

AFRICA, Austrian str., for Singapore.
ANHUI, British str., for Canton.
ESANG, British str., for Canton.
TSURGARU MARU, Jap. str., for Japan.

PASSENGERS.
ARRIVED.

Per *Yokohama Maru*, from Shanghai, etc., Mr. S. Smith, Mr. G. F. Worts, Mr. W. B. A. Moore, Mrs. A. M. Moore, Mr. J. Stewart and Mr. U. Yoshikawa.

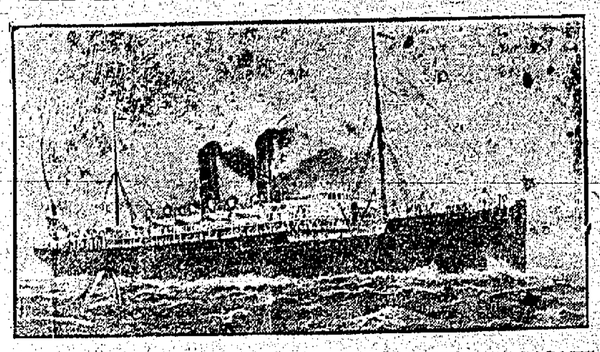
Per *St. Albans*, from Moji, etc., Mr. J. H. Gordon, Mr., Mrs. and Miss Quoy, Mrs. P. L. Stanton, Mrs. Prichard and infant, Mr., Mrs. and Miss Phillips and Miss N. Thompson.

Per *Manchuria*, from San Francisco, etc., Mr. I. M. Ackerman, Miss D. Ackerman, Mr. W. A. Adams, Mr. E. M. Armstrong, Capt. and Mrs. S. B. Arnold, Mrs. A. K. Arnold, Mrs. J. Bancroft, Mr. J. Bellamy, Mr. J. Boyd, Rear-Admiral and Mrs. W. H. Brownson, Mr. W. Bull, Mr. and Mrs. G. W. Cadmus, Mr. and Mrs. H. J. Carsten, Mr. H. Catlin, Mr. Chas. Clague, Mr. and Mrs. H. P. Clark, Mrs. De Silva, Master E. De Silva, Master L. De Silva, Master A De Silva, Mr. T. Del Rio, Mr. and Mrs. T. F. Dice, Mrs. Z. G. Dunn, Mr. F. Duncan, Mr., and Mrs. J. S. Farrow, Mr. and Mrs. F. Felbrick, Mr. S. Ferguson, Mr. G. Fiela, Mr. and Mrs. H. C. Fraser, Mr. H. C. A. Fromm, Miss N. Gibbons, Mr. Bert Glover, Mr. J. H. Grainger, Mr. T. Hamada, Miss E. Hayes, Mr. C. A. Henderson, Mr. and Mrs. Jay C. Hills, Mr. G. Hills, Mr. H. W. Hobes, Mr. J. A. Hoggsette, Miss R. Holstein, Dr. H. F. Hungerford, Mr. A. J. Israel, Mr. N. F. Jahn, Miss E. L. Jarman, Mr. and Mrs. A. D. S. Johnston, Mr. and Mrs. H. D. Keil, Mr. H. Kelsh, Mrs. W. J. Keys, Mr. V. Lacoste, Miss E. Lacoste, Mr. C. B. Lang, Mr. T. J. Larkin, Miss Exa Lee, Miss L. Lindahl, Mr. R. Lindburg, Mr. and Mrs. E. Madsen, Mr. S. Mandelbaum, Mr. and Mrs. John J. Mapel, Mr. and Mrs. W. H. McEwen, Miss Helen McEwen, Miss Dorothy McEwen, Mr. and Mrs. C. F. McWilliams, Miss McWilliams, Mr. D. B. Miller, Mr. and Mrs. Paul Nagle, Miss M. E. Nelson, Dr. and Mrs. R. W. Newcomb, Master Stanley Newcomb, Mrs. P. G. Noel, Mrs. W. A. Orr, Mr. and Mrs. Chas. Osburn, Dr. D. B. Palmer, Mr. A. Pearson, Mr. W. H. Pearson, Mr. and Mrs. O. E. Pomeroy, Mr. I. Putnam, Mrs. W. W. Rand, Mr. W. W. Reilley, Mr. J. A. Rigby, Mr. and Mrs. A. Rube, Master W. Rube, Master H. Rube, Mr. S. W. Schiff, Mr. H. J. Schumann, Miss M. Shrier, Mrs. A. Shrier, Mr. H. H. Slaughter, Mr. W. M. Smith, Mr. H. Spitzler, Mrs. J. Steep, Dr. and Mrs. J. G. Taylor, Dr. and Mrs. C. Van Bergen, Capt. and Mrs. J. W. Wadleigh, Mr. N. Wilckinski, Col. F. Wright, Mrs. F. P. Wright, Mrs. J. E. Wilson, Master L. Wilson, Master G. Wilson, Mr. and Mrs. L. A. Young.

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

Steamers	Tons	Sailing	
MANCHURIA	27,000	... ...	SATURDAY, 21st Mar., at 1 P.M.
NILE	11,000	... ...	TUESDAY, 31st Mar., at Noon.
MONGOLIA	27,000	... ...	SATURDAY, 11th Apr., at 1 P.M.
PERSIA	9,000	... ...	TUESDAY, 28th Apr., at Noon.
KOREA	18,000	... ...	SATURDAY, 9th May, at 1 P.M.
SIBERIA	18,000	... ...	TUESDAY, 19th May, at 1 P.M.
CHINA	10,200	... ...	WED'DAY, 27th May, at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG—MANILA SERVICE.

From HONGKONG.			From MANILA.	
Leave Hongkong.		Arrive Manila.	Leave Manila.	Due Hongkong.
31st Mar. ...	NILE	2nd Apr.	16th Mar. ... NILE	18th Mar.
28th Apr. ...	PERSIA ...	30th Apr.	2nd Apr. ...MONGOLIA...	4th Apr.
27th May. ...	CHINA ...	29th May.	17th Apr. PERSIA... ...	19th Apr.
16th June. ...	NILE ...	18th June.	30th Apr. ..KOREA... ...	2nd May.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915. [25

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving	
‡ "SEATTLE MARU" ...	T. Saito ...	SATURDAY,	21st March, at 1 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY,	1st April, at 1 P.M.
‡ "CHICAGO MARU" ...	I. Goto ...	THURSDAY,	16th April, at 1 P.M.
† "CANADA MARU" ...	H. Yamamoto...	WED'DAY,	29th April, at 1 P.M.
‡ "TACOMA MARU" ...	T. Hamada ...	THURSDAY,	14th May, at 1 P.M.
† "PANAMA MARU" ...	J. Kanso ...		

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving	
"JAVA MARU" ...	D. Fuchigami ...	SUNDAY,	5th April, A.M.
"SAIGON MARU" ...	T. Yamaguchi ...	THURSDAY,	16th April, A.M.
"MALAY MARU" ...	...	SUNDAY,	26th April, A.M.
"LUZON MARU" ...	T. Miyata ...		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"KAIJO MARU"	Y. Yamamoto ...	WED'DAY,	25th Mar., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY,	22nd Mar., at Noon.
"DAIJIN MARU" ...	K. Murakami ...		

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"SOSHU MARU" ...	K. Tashiro ...	WED'DAY,	18th Mar., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soou Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

741

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong:		From Colombo:
1st April.	Connecting with "KATHIAWAR"	17th April.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" About 30th March.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

33

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
8 a.m. *HONAN*	8 a.m. *KINSHAN*.
10 p.m. *KINSHAN*.	5 p.m. *HEUNGSHAN*.

TUESDAY, 17TH MARCH, 1914.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND MARCH, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

REDUCTION IN FARES.

SALOON Single $2.50, Return $4. | 1ST CLASS Single $1.25, Return $1.75
2ND CLASS Single 80 cts., Return $1.30.

Staterooms:—Saloon 50 cts. per person single. 1st Class single 25 cts. return 40 cts.
" 75 " " " return. 2nd " " 15 " " 25 "
One Cabin in each Class reserved free for use of Ladies.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
S.S. *HOI SANG*, 457 tons.
Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.
Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

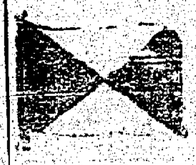
S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42



PHILIPPINES S.S. CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 23rd Mar., 4 P.M.
RUBI	4000	J. Miller... ...	Manila, Mangarin, Cebu and Iloilo	On 2nd Apr, 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 16th March, 1914. PHILIPPINES S.S. Co. [7

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	On 23rd March.
	AUSTRALIEN	On 24th March, at 1 P.M.
MARSEILLES VIA PORTS ...		

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

S. C. de BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

21

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Destination	Steamers	Tons	Date of Sailings.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"PEKING"	6,500	About 21st March.
	"JAPAN"	9,000	About 12th April.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

32

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "ARRATOON APCAR," 4,650 tons, Capt. W. Walker, will be despatched SHANGHAI, NAGASAKI, KOBE and MOJI on 17th March, at 4 P.M.
S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 26th March.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th March, at 3 P.M.
S.S. "JAPAN," 5,015 tons, Captain C. P. Sedden, will be despatched as above on 25th March.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

Hongkong, 14th March, 1914 49

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

Destinations	Steamers and Displacement	Tons	Sailing Dates
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Murai,	20,000	WED'DAY, 25th Mar., at 10 A.M.
	KAMO MARU Capt. K. Kawara,	16,000	WED'DAY, 8th Apr., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 24th Mar., at Noon.
	AWA MARU Capt. Tominaga,	12,500	TUESDAY, 7th Apr., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE —	TANGO MARU Capt. Sakino,	13,500	WED'DAY, 8th Apr., at Noon.
	MIKKO MARU Capt. W. Takeda,	9,600	WED'DAY, 6th May., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	‡ HAKATA MARU Capt. Noguchi,	12,500	THURSDAY, 19th March
BOMBAY via SINGAPORE, and COLOMBO	‡ KAMAKURA MARU Capt. T. Hori,	12,500	THURSDAY, 19th March.
SHANGHAI, MOJI and KOBE	INABA MARU Capt. Shinobe,	12,500	WED'DAY, 18th March.
KOBE and YOKOHAMA	MISHIMA MARU Capt. F. L. Sommer,	20,000	WED'DAY, 26th Mar., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	MIKKO MARU Capt. R. Takeda,	9,600	WED'DAY, 8th Apr., at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA			

§ Fitted with New System of Wireless Telegraphy. Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

Steamer	Tons	Sails	Wednesday
KATORI MARU ...	20,000	"	25th March.
KAMO " ...	16,000	"	8th April.
KASHIMA " ...	20,000	"	22nd April.
MISHIMA " ...	16,000	"	6th May.

FOR AMERICA.

Steamer	Tons	Sails	Tuesday
YOKOHAMA MARU ...	12,500	"	24th March.
AWA " ...	12,500	"	7th April.
SHIDZUOKA " ...	12,500	"	21st April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9—1

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "Oriental" leaves Yokohama	Steamers to Colombo.	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Mar. 19	DEVANHA ...	Mar. 24	Mar. 28	MEDINA	Apr. 24	April 30
Apr. 2	ARCADIA ...	Apr. 7	Apr. 11	MONGOLIA ...	May 8	May 14
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

Steamers.	Leave Y'hama	Leave Shanghai	Leave H'kong	Leave S'pore	Due at M'seilles	Due at London
NILE	about Mar. 3	about Mar. 14	about Mar. 18	about Mar. 24	about Apr. 21	about Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
* KHIVA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

47

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NILE Capt. H. Powell	10 A.M. 18th Mar	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NUBIA Capt. F. J. Fox	About 21st Mar.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 26th Mar	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*DEVANHA* Capt. W. R. Hickey	Noon, 28th Mar.	*See Special Advertisement.*

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th March, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	On 17th Mar., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 17th Mar., 4 P.M.
SWATOW, AMOY and SHANGHAI	"PAOTING"	On 18th Mar., 4 P.M.
PAKHOI and HAIPHONG	"KAIFONG"	On 19th Mar., Noon.
SHANGHAI	"ANHUI"	On 19th Mar., 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 21st Mar., M'night.
MANILA, CEBU and ILOILO	"CHINHUA"	On 24th Mar., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 24th Mar., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 26th Mar., Noon.
SHANGHAI	"LUCHOW"	On 28th Mar., 4 P.M.
SHANGHAI and TSINGTAU	"CHENAN"	On 28th Mar., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 17th March, 1914. TELEPHONE 36. AGENTS. [5

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 17th Mar., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 20th Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th Mar., at 11 A.M.

FOR SWATOW AND RETURN
(Occupying 3 Days).

"HAIMUN"	Capt. J. Evans	WEDNESDAY, 18th Mar., at 11 A.M. SUNDAY, 22nd Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th March, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 20th Mar., 10 A.M.
EASTERN		On 9th Apr., 10 A.M.
ALDENHAM	4th April.	On 1st May, 10 A.M.
EMPIRE	2nd May.	On 29th May, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
39 AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. SUEDMARK	18th Mar.
S.S. HOERDE	20th Mar.
S.S. BRISGAVIA	7th April.
S.S. UCKERMARK	9th April.
S.S. ALTMARK	25th April.
S.S. FURST BULOW	1st May.
S.S. SAMBIA	21st May.
S.S. FRISIA	29th May.
S.S. SILESIA	18th June.

HOMEWARD.

FOR BREMEN, HAMBURG & ANTWERP:
S.S. SENEGAMBIA 17th Mar.
FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or).
S.S. SUEDMARK 19th Mar.
FOR BOSTON & NEW YORK:
S.S. AMBRIA 25th Mar.
FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SACHSEN 27th Mar.
FOR HAVRE & HAMBURG:
S.S. SCANDIA 28th Mar.
FOR HAVRE, EMDEN & HAMBURG:
S.S. ASSYRIA 4th Apr.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 16th March, 1914. [6

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	...SATUR., 4th April.
*NIPPON MARU	11,000 — 18 knots	...WED'DAY, 8th April.
*HONGKONG MARU	11,000 — 18 knots	...SATURDAY, 25th April.
†SHINYO MARU	22,000—21 knots	...from KOBE 11th May.
CHIYO MARU	22,000—21 knots	...TUES., 19th May.

† Passengers by this Steamer may travel per s.s. "HONGKONG MARU."

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
SEIYO MARU	14,000—15 knots	SATURDAY, 11th April.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"		25th March.
"TAIYUAN"	8th April.	22nd April.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 14th March, 1914. TELEPHONE No. 36. AGENTS. [421

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £36 1st, £25 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 6th April.

The Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne. Class I £3.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne. Class I £3.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £3.9.3
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st April, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd April.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 5th March, 1914. Princes' Building. [43

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages
for 38 years,
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Hongkong, 11th October, 1913.

NORDDEUTSCHER LLOYD.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST," Capt. L. MAASS,	17,000	Wednesday, 18th Mar., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK," Capt. F. LOESER,	17,000	About Thursday, 19th Mar.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST,	6,750	Saturday, 21st Mar., at 9 A.M.
KOBE	"PRINZ SIGISMUND," Capt. A. HUBTZIG,	6,000	About Tuesday, 31st Mar.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Thursday, 9th Apr., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken. [3

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship	about
"GERNIS"	19th March.
"SIGMARINGEN"	30th March.
"NORDERNEY"	13th April.
"HELGOLAND"	27th April.
"BORKUM"	11th May.

HOMEWARD.

FOR HAVRE, DUNKIRK, EMDEN AND HAMBURG/BREMEN:
S.S. "GERNIS" ... about 5th May.
FOR MARSEILLES, ANTWERP, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "SIGMARINGEN" ... about 16th May.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN
S.S. "NORDERNEY" ... about 1st June.
FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "HELGOLAND" ... about Middle of June.
FOR HAVRE, EMDEN AND HAMBURG/BREMEN
S.S. "BORKUM" ... about End of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 9th March, 1914. [118

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MAIL TABLES for 1914	0.30 & 0.25

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,700 i.h.p., Comdr. A. Cochrane, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Yangtse.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Yangtse.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.d., Captain Hugh P. E. T. Williams, Yangtse.
Chernb, water tank and tug, 390 tons, 3401 h.p., Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtse.
Colne, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut.-Comdr. C. A. Porgrand (temp.), Hongkong.
Chelmer, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.
Fame, T.B.D., Lt.-Comdr. C. M. Blackman, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Hongkong.
Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Hongkong.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtse.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lieut. F. J. B. Gibson, Hongkong.
Minotaur, armoured cruiser, (flagship Vice-Admiral T. H. Jerram, K.C.B.), 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Alan Dixon, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, Yangtse.
Kennet, T.B.D., 550 tons, 4 guns, 12 pr., i.p.h.m. 7,500 f.d., Lieut. E. K. Boddham Whetha, Hongkong.
Bibble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Wilkinson, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 930 tons, 1,400 i.h.p., Lieut. Comdr. F. A. Cromie, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut.-Comdr. I. A. S. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtse.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Triumph, battleship, 11,985 tons, 12,500 i.h.p., Captain Philip Straatfield, M.V.O., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 300 i.h.p. Lieut.-Comdr. Hon. Guy Stopford, Yangtse
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. H. R. N. Cottrell-Dormer Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns Lieut. Maxwell, Hongkong.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns Comdr. Seymour, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtse.
Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lt.-Comdr. M. B. B. Blackwood, Yangtse.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtse.
Yarmouth, 2nd class cruiser. 4,800 tons, Capt. H. L. Cochrane, Hongkong.

Submarines:—
C. 35. D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Handley.
T.B. 036, Lieut.-Comdr. Barton.
T.B. 037, Lieut.-Comdr. Wyndham-Quin.
T.B. 038, Lieut.-Comdr. Seymour.

Hoehl Extra Dry

gout american

OBTAINABLE FROM
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
[36-22

Hongkong, 16th March, 1914.



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MIRRORS

OF EVERY DESCRIPTION

BEVELLED AND WITH

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Please apply for Catalogues to:—

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[36-42

Hongkong, 16th March, 1914.

UNION AUGSBURG



BOOT AND SHOE POLISH

METAL POLISH.

THE BEST BRANDS ON THE MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG:—

HUGO C. A. FROMM,
HONGKONG.
[36-41

Hongkong, 16th March, 1914.

POST OFFICE NOTICE.

The *Kleist*, with the AMERICAN MAIL ex *Nile*, is scheduled to arrive here to-day.

The *Nile*, with the MAILS FROM LONDON (via Siberia) of Wednesday, the 25th, and Friday, the 27th inst., is due to arrive here to-day.

The *York*, with the GERMAN MAIL, left Singapore on Friday, 13th inst., at 11 p.m., and is due to arrive here to-morrow, at 6 a.m.

On and after April 1st the Western Branch Post Office situated in the Old Harbour Office in rear of the Western Market North Block) will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 9 a.m. and 6 p.m. to 9.30 p.m., on Sundays and Holidays for the transaction of postal business, *e.g.* sale of stamps registration, etc. Direct Mails to Canton are made up at this Office.

FOR	PER	DATE
Tourane and Quinhon	*Helene*	Tuesday, 17th, 8.00 A.M.
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 17th, 10.00 A.M.
*Shanghai and *North China	*Shaohsing*	Tuesday, 17th, 11.00 A.M.
*Straits	*Senegambia*	Tuesday, 17th, 11.00 A.M.
*Straits	*Empress*	Tuesday, 17th, 11.00 A.M.
*Straits, *India via Calcutta	*Gregory Apcar*	Tuesday, 17th, 2.00 P.M.
Philippine Islands	*Tean*	Tuesday, 17th, 3.00 P.M.
Saigon	*Pheumpenh*	Tuesday, 17th, 3.00 P.M.
*Shanghai, *North China, *Japan via *Nagasaki	*Arratoon Apcar*	Tuesday, 17th, 5.00 P.M.
*Straits and *Ceylon	*Nile*	Wednesday, 18th, 8.00 A.M.
Swatow, Amoy, & Formosa via Takao	*Soshu Maru*	Wednesday, 18th, 8.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES	*Kleist*	Wednesday, 18th, Printed Matter and Samples ... 8.30 A.M.; Registration ... 8.30 A.M.; Registration, Kowloon B.O. ... 8.00 A.M.; Letters ... 9.00 A.M.
Swatow	*Haimun*	Wednesday, 18th, 10.00 A.M.
Pakhoi and Haiphong	*Hanoi*	Wednesday, 18th, 11.00 A.M.
*Straits	*Indradeo*	Wednesday, 18th, 2.00 P.M.
*Swatow, Amoy, *Shanghai and *North China	*Packing*	Wednesday, 18th, 3.00 P.M.
*Shanghai, and *North China	*Esang*	Wednesday, 18th, 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI (EUROPE, VIA SIBERIA) [To make connection with the Daily steamer leaving Shanghai on Monday, the 23rd inst., at 9 a.m.]	*York*	Wednesday, 18th, 5.00 P.M.
Pakhoi and Haiphong	*Kaifong*	Thursday, 19th, 10.00 A.M.
Straits and India via Calcutta	*Fookuang*	Thursday, 19th, 10.00 A.M.
Hoihow, Haiphong and Pakhoi	*Hongkong*	Thursday, 19th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) [To make connection with the Daily steamer leaving Shanghai on Monday, the 23rd inst., at 9 a.m.]	*Empress of Russia*	Thursday, 19th, Registration ... 10.00 A.M.; Registration B.O. ... Kowloon 9.00 A.M.; Letters ... 10.30 A.M.
Shanghai and North China	*Anhui*	Thursday, 19th, 3.00 P.M.
Japan via Kobe	*Onsang*	Thursday, 19th, 5.00 P.M.
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin and Thursday Island	*St. Albans*	Friday, 20th, 9.00 A.M.
Swatow, Amoy and Foochow	*Haiyang*	Friday, 20th, 10.00 A.M.
PHILIPPINE IS., YAP, MARONN, FRIEDRICH WILHELMSHAFEN, RABAUL, HERBERTSHOHE, MATUPI, AUSTRALIA, TASMANIA AND NEW ZEALAND VIA BRISBANE	*Cobberg*	Saturday, 21st, 8.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICAN and CANADA via SAN FRANCISCO (EUROPE via SIBERIA) [To make connection with the Daily steamer leaving Shanghai on Wednesday, the 25th inst., at 10.30 a.m.]	*Manchuria*	Saturday, 21st, Registration ... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.); Registration, Kowloon B.O. ... 9.30 A.M.; Letters at ... Noon
Japan via Moji, *Victoria and *Tacoma	*Seattle Maru*	Saturday, 21st, Noon
Philippine Islands	*Yuensang*	Saturday, 21st, 1.00 P.M.
SHANGHAI, NORTH CHINA and TSINGTAU (EUROPE VIA SIBERIA) [To make connection with the Tsingtau train leaving Shanghai on Thursday, the 26th inst., at 8 p.m.]	*Kanchow*	Saturday, 21st, 5.00 P.M.

* Specially superscribed correspondence only.

COMMERCIAL.

CLOSING QUOTATIONS.

	March 16th.
ON LONDON:—	
Telegraphic Transfer	1/11⅛
Bank Bills, on demand	1/11⅛
Bank Bills, at 30 days' sight	1/11¼
Bank Bills, at 4 months' sight	1/11⅜
Credits, at 4 months' sight	1/11⅜
Documentary Bills 4 months' sight	1/11⅜
ON PARIS:—	
Bank Bills, on demand	243½
Credits, at 4 months' sight	248½
ON GERMANY:—	
On demand	197½
ON NEW YORK:—	
Bank Bills, on demand	47
Credits, at 60 days' sight	48
ON BOMBAY:—	
Telegraphic Transfer	144½
Bank, on demand	144⅜
ON CALCUTTA:—	
Telegraphic Transfer	144½
Bank, on demand	144⅜
ON SHANGHAI:—	
Bank, at sight	73½
Private, 30 days' sight	74⅛
ON YOKOHAMA:—On demand	94½
ON MANILA:—On demand—Pesos	95
ON SINGAPORE:—On demand	82⅛
ON BATAVIA:—On demand	116½
ON HAIPHONG:—On demand	2⅛ p.m.
ON SAIGON:—On demand	2 "
ON BANGKOK:—On demand	79⅝
SOVEREIGNS, Bank's Buying Rate	$10.30
GOLD LEAF, 100 fine, per tael	$54.10
BAR SILVER, per oz.	26⅛

SUBSIDIARY COINS.	per cent.
Hongkong ...20 cents pieces...	$ 3.20 discount.
Hongkong ..10 " ...	$ 5.18 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
February 25th.	March 14th.
February 28th.	March 16th.

ON SALE.

MAIL TABLES
FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... ... 30 Cents.
On Paper ... ... 25 "

On Sale at the *Hongkong Daily Press* Office.

Hongkong, 7th January, 1914.

FORTHCOMING EVENTS.

Thursday, 19th Mar.:—
Noon—The China Fire Insurance Co., Ltd. Meeting of Shareholders.

12.30 p.m.—Hongkong Fire Insurance Co., Ltd. Meeting of Shareholders.

Saturday, 21st Mar.:—
9.15 p.m.—European Y.M.C.A. Annual Concert at the Theatre Royal.

Thursday, 26th Mar.:—
Noon—Auction of Valuable Leasehold Properties at Auction Rooms, by Messrs. Hughes & Hough.

Saturday, 28th Mar.:—
8 p.m.—Oxford and Cambridge Dinner at the Hongkong Hotel.

Monday, 30th Mar.:—
11 a.m.—China Sugar Refining Co., Ltd., Meeting of Shareholders.

11.15 a.m.—Luzon Sugar Refining Co., Ltd., Meeting of Shareholders.

Tuesday, 31st Mar.:—
11 a.m.—Hongkong Club Half-Yearly Drawing of 65 Debentures.

NOW READY.

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CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

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1914.

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SHARE LIST.—QUOTATIONS.
HONGKONG, 16TH MARCH, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$815 / L'don £8) 10/-	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$11¼	8½ p.c.
China Light and Power Company, Ltd.	50,000	$5	all		
	50,000	$1	all	$4½, sellers	
China Provident Loan & Mortgage Co., Ltd	200,000	$10	all	$8¾	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls 133, buyer	
Hongkong Cotton Spinning Co., Ltd.	125,000	$10	all	$3.15, sellers	
Dairy Farm Company, Limited	40,000	$7½	all	$34, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$37, sellers	5 p.c.
H'kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$74, sellers	3 p.c.
New Amoy Dock Co., Limited	10,000	$62½	all	$34	7½ p.c.
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55, buyers	
S'hai. and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	all	Tls 100	
Green Island Cement Co., Limited	400,000	$10	all	$5.80, sellers	
Hongkong Electric Co., Limited	60,000	$10	all	$11¼, buyers	4 p.c.
Hongkong Hotel Company Limited	20,000	$50	all	$124, buyers	5 p.c.
Manila Metropole Hotel, Limited	15,000	Ps. 10	all	P8¾, sellers	
Hongkong Ice Company, Limited	5,000	$25	all	$183, buyers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$23	9½ p.c.
H'kong. & South China Steam Fishers Co., Ltd.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	8/3, sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$330, buyers	5 p.c.
China Fire Insurance Co., Limited	20,000	$100	$20	$156, sales	6⅔ p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	$250	$50	$395	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 139	
Union Insurance Society, Limited	12,400	$250	$100	$345	6½ p.c.
Yangtsze Insurance Association, Ld.	12,000	$100	$50	$197½, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld.	50,000	$100	all	$112	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys Estate and Finance Co., Ld.	150,000	$10	all	$3½, sellers	5½ p.c.
Kowloon Land and Building Co., Ltd.	6,000	$50	$30	$44	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 91	
West Point Building Co., Limited	12,500	$50	all	$69	5½ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 59, buyers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	£1	all	40/-	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/-	all	2/5	
Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	£3, sales	
Tronoh Mines, Limited	160,000	£1	all	37/-	
Peak Tramways Co., Limited	25,000	$10	all	$10	7½ p.c.
	50,000	$10	$1	$0.95, sellers	
Philippine Co., Limited	75,000	$10	all	85	
Palpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$71	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$30, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	$25	all	$3, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	$50	all	$55	7½ p.c.
H'kong., Canton & Macao S.B. Co., Ltd.	80,000	$15	all	$23½, sellers	6 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	£5	all	$70½, bu. / L'don $71, sal. / £7.	3½ p.c.
	60,000 def.				
Shell Transport & Trading Co., Ltd.	2,500,000	£1	all	131/-, buy. [10s.	
Star Ferry Company, Limited	40,000	$10	all	$19½, buyers	
South China Morning Post, Limited	6,000	$25	all	$20, sal. & sel.	
Steam Laundry Company, Limited	20,000	$5	all	$4½, buyers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$9½	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$13, buy. $9, sel.	
Union Waterboat Co., Limited	50,000	$10	all	$20, sellers	5½ p.c.

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Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1908	Tls. 767,200.	Tls. 250	7% p. annum	Par.

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